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The China Mail

ESTABLISHED 1845

March 7, 1919, Temperature 67.

Rainfall 0.00 inch.

Humidity 98

March 7, 1918, Temperature 60.

No. 17,406.

號七三九年九百九千數英

HONGKONG, FRIDAY, MARCH 7, 1919.

未己次年八民國中

PRICE \$3.00 Per Month

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CARS.
All stocks have been sold.
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ENGINEERS and SHIPBUILDERS.

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Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies

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BEST CARS IN THE COLONY FOR HIRE.

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Established 1883

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PURE Manila ROPE

STRAND
3" to 15"
CIRCUMFERENCE

CABLE LAID
5" to 15"
CIRCUMFERENCE

4 STRAND
3" to 10"
CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to Shewan, Tomes & Co. General Managers.

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Arrived



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TAILORS

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2842.

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WINE MERCHANTS.

TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

THE INDUSTRIAL CONFERENCE.

HOPEFUL PLANS.

LONDON, March 4.—The Press Bureau has issued the statement that a provisional joint committee of the National Industrial Conference has appointed three subcommittees: the first to make recommendations concerning the methods of negotiating between employers and Trade Unions, including the establishment of a permanent industrial council to advise the government on industrial and economic questions, also the methods of dealing with war advances and the methods of regulating wages by law or otherwise; the second, to make recommendations as to the desirability of legislation dealing with maximum working hours and maximum wages; the third to consider unemployment and make recommendations as to its prevention and the maintenance of unemployed where it cannot be prevented, both during the present emergency period and also on a permanent basis.

NEW COAL CONTROLLER.

LONDON, March 4.—The Press Bureau has issued a report that Mr. Evan Jones M. P. has been appointed Coal Controller.

ITALY'S WAR LOSSES.

London, Feb. 28.—A statement presented to the Reparation Commission shows that Italy's army war losses were 462,391 killed, and 953,886 wounded, of whom half were permanently disabled. The Italian navy lost 3,169 killed and 5,252 wounded. The total *hors de combat* was 4,385,487, including 2,400,000 sick. Italy's losses amounted at one point to two per cent. of the whole population of Italy and her colonies, and equalled France's percentage of losses. Italy lost 880,000 tons of merchant shipping, equalling 574 per cent. of her total tonnage.

GERMAN NAVY.

SIX REASONS FOR SINKING IT.

LONDON, Feb. 28.—As regards the fate of the German warships, Reuter is officially informed, firstly, that their breaking up would take a triennium. The scrapping would only fetch £500,000. Secondly, that any Power taking them over would be faced with insuperable obstacles as regards spare parts. Thirdly, the ships are now obsolete. Fourthly, their use as merchant ships is impossible owing to the enormous coal consumption they would involve, and the difficulties of adapting their interior. Fifthly, the idea of sinking them for breakwater purposes has been proved impracticable by Seaplane experiments. Sixthly, if the ships are divided, some basis for division must be found. As to this, two alternatives are suggested, either to assign them according to war losses or on the basis of present naval strengths.

SHIPBUILDING FIGURES.

Lloyd's Register gives the total of merchant ships under construction at the end of the last quarter of 1918 as 424 of a tonnage of 1,979,952 compared with 395 of a tonnage of 1,866,591 at the same time in 1917. Of these 335 of a tonnage of 1,593,283 were under inspection of Lloyd's surveyors. Of the total only eight reselling ships of a tonnage of 2,750. There were four vessels of over 20,000 tons, between twelve and fifteen thousand, and four between ten and twelve thousand. The greatest number was 149 between five and six thousand. The business districts were Glasgow with 78 vessels and Newcastle with 71, but the latter showed a greater gross tonnage than Glasgow. Whilst 424 ships were building in the United Kingdom there were 1,765 building elsewhere, the total world tonnage under construction, leaving out enemy countries, being nearly seven millions. Of these America had 535 under construction, Holland 113, Norway 54, Denmark 45. Of the steel steamers building abroad 527 of two and a quarter million tons were intended for classification by Lloyd's.

A LIFE SAVER.

It is safe to say that Chamberlain's Liniment and Diarhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Druggists.

BUB IT IN.

A good many people think rheumatism cannot be cured without taking various medicines. Chamberlain's Liniment massaged thoroughly into the skin has cured far more rheumatism than any internal remedy in existence and gives relief quicker. For sale by all Chemists and Druggists.

THE PROLETARIAT.

HONGKONG BANK MAKES BIG PURCHASE.

The Hongkong and Shanghai Banking Corporation recently purchased the property of Arnold, Karberg & Co., in the French Concession at Tientsin from the Liquidator of enemy property. The price paid was Taels 180,000.

TENNIS TOURNAMENT.

Yesterday afternoon there was a large crowd on the cricket ground to witness the matches played. Of these the most exciting was the one between N. E. Kent and A. B. Raworth in the Open Championship Singles of the Colony. There were three sets, all of which were won by Kent, though in the second set Raworth made a very hard fight for it and twenty games were played before a decision was reached.

Result: N. E. Kent beat A. B. Raworth 6—4, 11—9, 6—4.

MIXED HANDICAP DOUBLES.

Mrs Dreaper and C. Thorne (rec. 3—6) beat Miss E. Johnston and E. A. Macdonald, (rec. 15—3) 6—1, 6—4. Mrs Dreaper and C. Thorne had an easy win, and they were both playing up to their usual form.

Miss Hastings and G. A. Hastings (rec. 5—6) beat Mrs Holborn and Pay Lieut. Holborn (rec. 15—3) 6—4, 7—5. The last set ought to have been won by Mrs. Holborn and partner but they lost it by Lieut. Holborn's somewhat erratic serving.

CLUB HANDICAP DOUBLES.

H. A. Macauley and Capt. D. Wahl (rec. 15—1) beat J. H. Congdon and C. S. Johnston (rec. 15—3) 6—3, 6—2.

This afternoon the following matches will be played:

OPEN CHAMPIONSHIP DOUBLES.

F. A. Redmond and N. E. Kent meet V. Yvanovich and J. M. J. Lopes.

CLUB MIXED DOUBLES.

Mrs. Black and A. Morse (rec. 3/6) meet Mrs. Bernard Brown and L. Forster (rec. 4/6).

CLUB HANDICAP SINGLES, CLASS "A."

S. E. Green (owes 3/6) meet Major Ardoino (recs. 2/6). A. H. Crook (recs. 4/6) meets M. R. de Journe (recs. 15—1); Lieut-Col. Crisp (recs. 2/6) meets Lieut. Comdr. Cockrem (recs. 15—1).

CLUB HANDICAP SINGLES, CLASS "B."

Lieut-Col. Coles (owes 3/6) meets C. B. Brown (recs. 15—3).

To-day's return of communicable disease has five cases of cerebrospinal fever, three of which were fatal.

Four months' hard labour, four hours' in stocks, and 12 strokes of the birch, was the sentence which a thief who snatched a pair of jade-stone bangles from a woman in Queen's Road, West, received from Mr. J. R. Wood this morning.

A Japanese shopkeeper, at 161, Praya East, was this morning summoned before Mr. R. E. Lindsell at the Magistracy for keeping 12 tins of kerosine oil and two tins of gasoline without the permission of the C.S.P. A charge of keeping the tins improperly stored was also brought against him, it being stated that he kept the oil among a quantity of combustible goods, and thus brought on the danger of an explosion. A fine of \$50 was imposed, the oil being confiscated.

CRICKET.

Craigengower v. UNIVERSITY.

This league match on the University ground at 2 p.m. is the only week-end fixture and should turn out to be a good contest. As usual, Craigengower who are strong at fielding and weak in the batting department, should be able to snatch a win in the eleventh hour if they can manage to dispose of their opponents for a low score.

The following are the selected teams:

Craigengower.—R. Basa (Captain), F. Thompson, W. Hall, L. Lammert, A. Arculli, D. Rumjahn, G. Manley, U. Omar, M. Abbas, S. Jen and A. Goldenberg.

University.—A. H. Rumjahn, W. Gitton, M. P. Choa, R. A. Ponsonby, Fane, G. E. Marley, Chua, Sin Kah, Cheah Toon Lok, Lim Keng Sim, J. D. Wright, D. K. Samy, R. A. Basto.

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BUSINESS NOTICES

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AND
OUTFITTER.

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HONGKONG.

Have you seen the Wonderful
"DAVON"
SUPER TELESCOPES

Made in England, length only 13 inches, magnifies 36 diameters and gives wide objective, will focus sharply on objects a few feet or many miles away.

USED BY BRITISH OFFICERS AT THE FRONT.

Price, complete with two extra lenses, rubber eye piece, tripod, leather carrying case, etc., etc., etc., \$75.00.

WE HAVE THEM READY FOR DEMONSTRATION.

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MACHINERY DEPARTMENT.

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FLETCHER'S COMPOUND GLYCEROPHOSPHATES.

The Ideal General Tonic.

OBtainable ONLY AT

THE PHARMACY

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DIAMONDS,

JEWELLERY,

SILVERWARE,

CUT GLASS

QUALITY—VARIETY—PERFECTION.

J. ULLMANN & CO.,

QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

FRIDAY, MARCH 7, 1919.

NOTICES

C. P. LAMMERT.

AUCTIONEER APPRAISER
C. P. LAMMERT & CO.
Public Auctions

THE Undersigned has received instructions left by Public Auction

WEDNESDAY, March 12, 1919,
commencing at 12 o'clock (noon)
at his Sales Rooms, Dundall Street,One Crow-Elkhill Roadster
4 passenger Motor Car
(Just Unpicked)N.B.—The above car can be inspected
by appointment and will be sold
as owner is shortly leaving the colony.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer
Hongkong, March 5, 1919.

FOR SALE.

Two Cycle 14 H.P. Fay & Bowen
Kerosene Engine, Marine Type, with
reversing gear, shafting and propeller.
Apply GEO. P. LAMMERT.

NOTICES.

ST. PETER'S CHURCH:
WEST POINT, HONGKONG.DURING THE REPAIRS TO THE ABOVE
CHURCH, and until further
notice, given the services on SUN-
DAYS will be held as follows:8 A.M. Holy Communion at St.
Stephen's Church.11 A.M. Morning Prayer and Sermon
of the Diocesan Boys' School.
Hongkong, March 6, 1919.TO THE JUSTICES OF THE
PEACE, OF THE COLONY
OF HONGKONG.

GENTLEMEN,

It is my intention to stand for the
vacancy on the Legislative Council
to represent you during the time that
The Hon. Mr. Pollock, K.C., holds
the position of Acting Attorney-
General.My nomination has been proposed
by Mr. G. C. Lang, and seconded by
Mr. G. C. Moon.It is only six months ago that I ad-
dressed you with regard to my candi-
dature; for the same seat and I can
only repeat that if I have the honour
to be "elected" I shall direct my
energies to the solution of the Housing
Problem, the further develop-
ment of the Colony by means of new
roads, opening up new areas easily
accessible for all kinds of traffic and
the resumption of old and insipidary
houses in the densely populated parts
of the City—on all of which matters
I think I may claim special qualifi-
cations.I have the honour to be your
Gentlemen,
Your obedient servant,
H. V. BIRD.
Hongkong, 2nd March, 1919.

NOTICE.

THE Public are earnestly requested
to co-operate with the Police in
the enforcement of these regulations:

1. Keep to the Left.

2. Foot passengers must keep to the
sidewalk where such exists.3. Slow moving traffic—and vehicles
bearing loads must keep near the
kerb on the left hand side of the
road.4. Fast traffic must keep in the centre
of the road on its own side e.g.
motor cars and rickshaws.5. Roads not used for wheeled
traffic foot passengers must keep to
the left of the road.6. Overtaking vehicles must pass the
vehicle overtaken on the right,
except where the overtaken vehicle
is a tram. Let the overtaking
vehicle into the pass-
ing tram, either side providing
it has a clear view ahead.These rules should be strictly
adhered to in prevent obstruction
and congestion of traffic.By Order of the
CAPTAIN-SUPERINTENDENT OF POLICE

January 26, 1919.

Hongkong, January 26, 1919.

NOTICE.

THE CHINA MAIL OFFICE

BOOKS & PAMPHLETS AS SPECIALTY

PRINTED BY THE CHINA MAIL

PROPOSITIONS, TRADE CIRCULARS

PROGRAMMES, MENUS, ETC. ETC.

ARTISTICALLY ARRANGED AND

CAREFULLY PRINTED.

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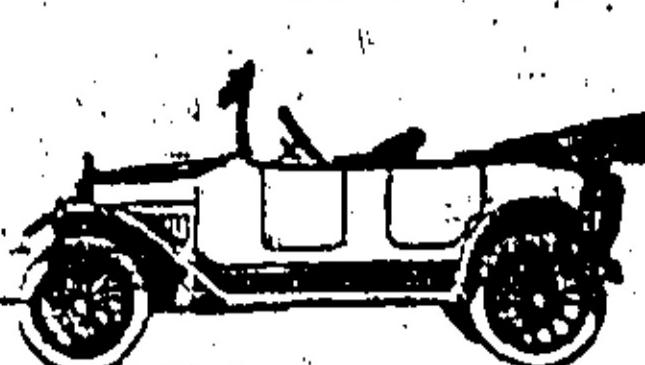
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THE PENALTY FOR NON COMPLIANCE IS A

FINE NOT EXCEEDING \$10.

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BUTCHERS MEATS:
Beef, Mutton, Lamb,
Rabbits, Hares.Sausages,
Brawn,
Pressed Beef
Purity.WE HAVE
Great Varieties of used
and unused
POSTAGE STAMPSSingle, Sets, Packets, Bags,
and
on approval Books.

FOR COLLECTORS

GRACIA & CO.,
Dealers in
Postage Stamp Cards, Seeds,
Toys, &c. &c.No. 10, Wyndham Street,
P.O. Box 620. Hongkong

JAPANESE MAKERS.

Every kind of Footwear
MADE
TO
ORDER

CHERRY & CO.

2, HEDDING STREET,
Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1919.

NOTICE

HIGH-CLASS PAINTING

BOOK BINDING

DRAFTING

THE CHINA MAIL OFFICE

PRINTED BY THE CHINA MAIL

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PROGRAMMES, MENUS, ETC. ETC.

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THE PENALTY FOR NON COMPLIANCE IS A

FINE NOT EXCEEDING \$10.

The Penalty for non compliance is a

fine not exceeding \$10.

"Embassy"
Virginia Cigarettes
Finest Quality

Sold in tins of 50's
25 Cigarettes,
also
packets of 10's

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JAPAN-AMERICAN AGREEMENT.

DUKE RAISES \$100,000.

THE ALL-RED-TAPE ROUTE.

It is reported from Peking that
Mr. Obata, the Japanese Minister in
China, in company with the Ameri-
can Minister, visited the Chinese
Foreign Office on Feb. 17 and notified
it of the agreement that has recently
been entered into between Japan and
America regarding the control of the
Chinese-Eastern Railway. A Peking
dispatch to the *Asahi* says that the
question of the control of the Chi-
nese Eastern Railway has been a
subject of much discussion among
the Chinese for some time, and much
dissatisfaction has been manifested
by many Chinese with the attitude
of the Powers who leave China out
in the cold in the settlement of a
matter in which China, of all the
countries, is most interested. The
Chinese message says that since the joint
visits were paid by the Japanese and
American Ministers on Monday to
notify the Foreign Office of the
agreement on the present the hos-
tile tone of the Chinese Press has
been augmented. It is stated that
the Chinese Cabinet was to hold a
council on the 1st instant to de-
termine its attitude in regard to the
question.

NEWSPAPER OFFICE RAIDED.

Police and soldiers raided the
Bulletin Herald works and dismantled
the printing machinery, as the result
of a Sian-Fen leather issued for use
in the East Mayo election.

MARKET FOR OLD STAMPS.

How a marks in old insurance
stamps is made, was described yesterday
at Old-street Police-court. Philip Abra-
ham, manager of a Finsbury tailoring
firm, was summoned for fraudulently
fixing on cards insurance stamps that had been removed from
filled-up cards.Mr. Conyngham Carr said the National
Health Insurance Commissioners re-
garded the case as very serious,
because the practice of transferring
old stamps to new cards was very
extensive in the East-end.An official of the Insurance Com-
mission said he found that stamp
cards for the first part of 1917
had been used in certain spaces on
cards for 1918.Mr. Margaret (defending) said that
what was a mark in old stamps was made.
Some persons bought the
returned cards and sold them to
persons who were unscrupulous
enough to use the stamp again.The magistrate sent Abraham for
trial and allowed bail.

CONSCRIPTION.

During the recent election Mr.
Lloyd George played fast and loose
with the question of conscription. He
first issued a statement through
the whips' office that the Govern-
ment intended to propose the aboli-
tion of compulsory service on theContinent. The *Morning Post* jib-
bed with violence at the suggestion,
and the *Georgian Daily Chronicle*
and export firms realize that a sound
knowledge of German will be of great
use in the coming days. I know of
one school where the teaching of
German was stopped at the begin-
ning of the war. I have just heard
that it is to be resumed, and a re-
quest has come for the best German
text books.Whatever position Germany does
in the future she will have to
do business with the outside world,
he said, "and commercial travellers
and export firms realize that a sound
knowledge of German will be of great
use in the coming days. I know of
one school where the teaching of
German was stopped at the begin-
ning of the war. I have just heard
that it is to be resumed, and a re-
quest has come for the best German
text books.I believe that our troops in Ger-
many are not allowed to mix with
the civilian population, but I have
been asked to send out text books
to soldiers there, especially to offi-
cers, who must of course, have some
dealings with the German people."At a scholastic agency the *Daily
Chronicle* representative was told
that English teachers, with a fluent
knowledge of German will soon be
wanted everywhere; for the day
will undoubtedly do so.A well-known firm of wholesale
provision merchants in the City had
been trying to get one of their lead-
ing salesmen out of the Army. The
man had been wounded and was in a
convalescent camp. This is the
manager's story of what happened:(1) We first applied to the War
Office, who

(2) Referred us to the Ministry of

Food, as the firm is in the pro-
vision trade. The Ministry(3) Referred us to the Ministry of
National Service in New-
ington Causeway, who(4) Sent us to the Hotel Wind-
sor, the headquarters of the

Ministry. They

(5) Told us we must go to the
Demobilisation Office in Vic-
toria Street, who(6) Sent us to the Chamber of
Commerce. From there we had to(7) Apply to the tribunal who or-
dered the man into the Army.
They(8) Told us to go to Gresham
House and ask for form
R.I.C. This form, we were
instructed, must be(9) Sent to the office at Prince's
Gate. After an interval they
wrote saying(10) The man himself must apply
to his O.C. for a Z15 form.
He did, so, but the O.C. had
no forms of that kind, and after
a short interval, during
which the firm corresponded
with the O.C., we received a
letter telling us to(11) Apply to the Demobilisation
and Resettlement Department
in Richmond Terrace. After
more correspondence we were

(12) Referred to the War Office!

"It took us just one month to
complete the circle," writes the
manager, "and we are now back
where we started from, the man
being still in the convalescent
camp."Over a quarrel between Lord Inch-
cape and Sir Leo Chiozza Money, the
latter gave some figures which are
worth noting. If a ship cost
\$100,000 in 1908, and the market
value had risen to \$250,000 in 1918,
the shipowner, on its being sunk, was
presented with the \$250,000 in cash.
He was not taxed, and he was not
obliged to spend the money in new
construction.In this way, before the control
became really effective, as much as
two millions a week was often paid
to shipowners. Naturally, good
many did not earmark their moneyfor the building of new ships, but
enjoyed their good fortune. "The
allowance of such (untaxed) for-
tunes," says Sir Leo, "reached the
rate of about £100,000,000 a year.
We nationalised our ships but the
ghosts of ships."

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotels Mandarins.

Agents for: ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

MACARONI, PASTE STARS, EGG NOODLES,
VERMICELLI,
AND ALL KINDS OF SOUP STUFFS.All our Pastes bear the "Rooster" label and are made from Flour of the Best
Quality containing a large percentage of Gluten. Starch and Gluten are the
principal components of Flour. Gluten is easier to digest and contains more
nutritive than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World.

Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 and 49, Cunningham Road, Central, Hongkong; Telephone 1328.

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Commission Agents.

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"T-KWAN" Coal Storage.

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Bentley's
A.C. 4th & 5th Editions.
A.T. Telegraphic Code.

Telegraphic Address
"HUGHES", HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction.
(For Account of the Concerned).

SATURDAY,
March 8, 1919, at 12 o'clock Noon,
at their Sales Rooms, No. 8, Des Voeux
Road, Corner of Ice House Street,
Nine Fox Terrier Puppies
(from three distinct litters);

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, Feb. 27, 1919.

(For Account of the Concerned),

SATURDAY,
March 8, 1919, at 12 noon,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

One Wolf J.A.P.
4 P. single cylinder Motor
Cycle with side car and accessories
in good running order.

On view now.
Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, February 26, 1919.

(For Account of the Concerned),

MONDAY,
March 10, 1919, at 2.30 p.m., at No. 1,
Basile Lyttleton Road, West Point,
Hongkong.

THE HOUSEHOLD FURNITURE,
etc., etc., etc.

therein contained.
(Full Particulars from Catalogue).
On view day of sale.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, March 3, 1919.

(For Account of the Concerned),

TUESDAY,
March 11, 1919, at 12 o'clock noon,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street.

100 CASES
"ROBINS" BRANDY
damaged by fire and water.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, March 3, 1919.

(For Account of the Concerned),

TUESDAY,
March 11, 1919, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street.

TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND BRASS-
MOUNTED, DOUBLE AND TWIN
BEDSTEADS, CURTAINS, CARPETS
etc., etc.,

Comprising—

Chesterfield Sofas and Arm-chairs
(new), Folding Card and Occasional
Tables, One Upholstered Suite, Bedroom
Furniture, comprising Teakwood Twin
Bedsteads, large and small Wardrobes,
Dressing Tables, Washstands, etc.,
(fumed Teakwood), Sideboards,
Dinner Wagons, Extension Dining Tables
and Chairs, etc., Dinner Services,
Crockery, and good Glass Ware,
Cooking Utensils, Cutlery, and
Bath Room Utensils, Electro-Plated
Ware.

Electric Reading Lamps, Blackwood
and Teakwood Screens, a quantity of
Blackwood Furniture, including 1 large
Blackwood Screen Blue and white Panels,
and Blackwood Fire Screen, Side Tables;
Chairs, Cabinets, Pictures, and Oil
Paintings, Several Carpets new and
second-hand.

Also
Treadle Sewing Machine (nearly
new), by Willcox & Gibbs with all
accessories, 1 Piano in good condition,
one large Ice Chest suitable for Hotel,
Full Size Croquet Set, One pair
Binoculars.

And
1 Half-plate Camera by Thornton
Picard with Spare Lenses, &c.
(Full Particulars from Catalogue).

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, March 3, 1919.

PUBLIC AUCTIONS:

THE Undersigned have received
instructions to sell by Public Auction,
(For Account of the Concerned).

TUESDAY,

March 11, 1919, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A QUANTITY OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising—

HOUSEHOLD LINENS—Single and
Double Plain and Hemstitched Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Damask Serviettes, Glass Cloths,
Bath Towels, Face Towels, &c., &c.

DRAWNWORK—Bedspreads, Pillow
Cases, Tray Cloth &c., &c.

EMBROIDERIES—Bedspreads, Table
Covers, Tea Cloth Runners 18 by 54 in.
Also

A few lots of Attache Cases and
Bellows Valises.

(All new goods and small lots to suit
purchasers).

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Feb. 27, 1919.

(For Account of the Concerned),

WEDNESDAY,

March 12, 1919, at 10.30 a.m., at No.
Chatham Road, Kowloon.

THE SUNDRY
Valuable Household Furniture,
&c., &c.,

therein contained.

Hallstand, Large Extension Dining
Table and Chairs, Sideboard, Brass
Twin Bedsteads, Cheval Glass Dressing
Mirror, Toilet Table, Washstand,
Toilet Set, etc., Pantry, Kitchen, and
Bathroom Utensils.

Also

Cabinet Gramophone with Records,
Gent's Bicycle, Pot Plants, Pneumatic
Tyred Ricksha in very good condition.

(Full Particulars from Catalogue).
On view day of sale.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, February 26, 1919.

(For Account of the Concerned),

TUESDAY,

March 11, 1919, at 12 o'clock noon,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street.

100 CASES
"ROBINS" BRANDY
damaged by fire and water.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, March 3, 1919.

(For Account of the Concerned),

MONDAY,

March 10, 1919, at 2.30 p.m., at No. 1,
Basile Lyttleton Road, West Point,
Hongkong.

THE HOUSEHOLD FURNITURE,
etc., etc., etc.

therein contained.

(Full Particulars from Catalogue).
On view day of sale.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

Hongkong, March 3, 1919.

(For Account of the Concerned),

TUESDAY,

March 11, 1919, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street.

One complete set, Engines and
Boiler in good working order.

DESCRIPTION :

Set of Compound Engines, 15 x 33,
by 24 stroke.

Boiler, 12 x 10', working pressure
120 lbs. on Veritas survey.

To be sold in one lot, together with
Engine Seat, Shatta and Propeller and
all piping, &c., connected with the
above mentioned Engines and Boiler.

Also

Anchors and Chains, Wooden Mast,
&c.

2 Navigating Compasses.

At present stored at Kwong Tung
Cheung's shipyard.

Inspecting orders and further parti-
culars may be had from the undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

February 21, 1919.

(For Account of the Concerned),

FOR SALE.

THE Undersigned have received in-
structions to sell

at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A quantity of netting (new)

Suitable for Tennis court bound-
ary netting.

Particulars from the Undersigned.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.

February 21, 1919.

(For Account of the Concerned),

THE CHINA MAIL.

PUBLIC AUCTION.

THE Undersigned have received
instructions from F. C. Jasmin,
Esq., c.o., to sell by Public Auction,
(For Account of the Concerned).

ON

TUESDAY,
March 11, 1919, commencing at
2.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A QUANTITY OF
USEFUL HOUSEHOLD LINENS,
DRAWN WORK, & EMBROIDERIES,
Comprising—

HOUSEHOLD LINENS—Single and
Double Plain and Hemstitched Sheets,
Pillow Cases, Double White Satin Quilts,
Linen Damask Serviettes, Glass Cloths,
Bath Towels, Face Towels, &c., &c.

Also

DRAWNWORK—Bedspreads, Pillow
Cases, Tray Cloth &c., &c.

EMBROIDERIES—Bedspreads, Table
Covers, Tea Cloth Runners 18 by 54 in.
Also

A few lots of Attache Cases and
Bellows Valises.

(All new goods and small lots to suit
purchasers).

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, March 3, 1919.

(For Account of the Concerned),

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STREAM
NAVIGATION CO., LTD.

CONSIGNEEs FOR STEAMER
"TYNDALE BEEUS".

FROM NEW YORK via PANAMA.

ARE hereby notified that the Cargo will be discharged into "Hol's Wharf, Kowloon, where it will lie at Consignee's risk.

The Cargo will be ready for delivery from Godown on and after March 5.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after March 11, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before March 25, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 3, 1919.

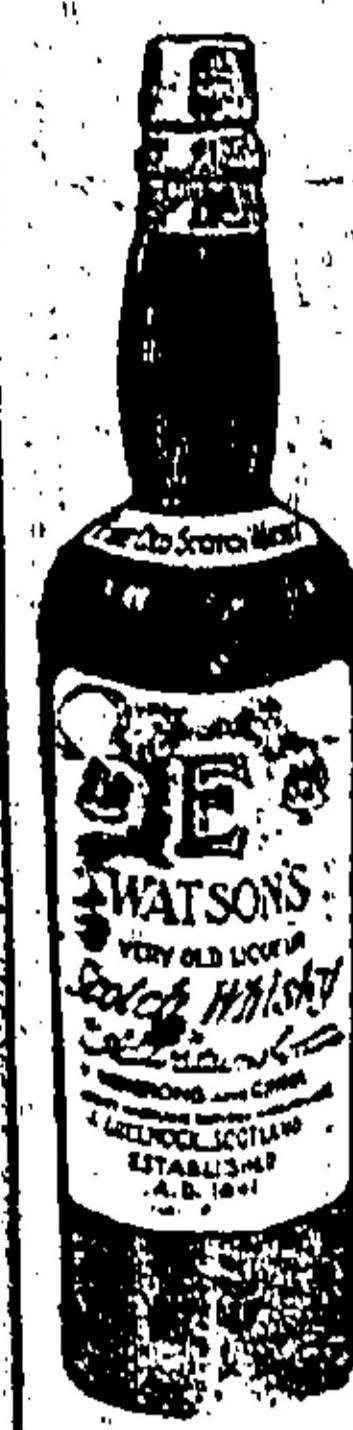
(For Account of the Concerned),

INTIMATIONS.

HONGKONG CLUB.

NOTICE.

THE THIRTY-THIRD YEARLY
GENERAL MEETING OF THE
MEMBERS of the Hongkong Club,
will be held at the CLUB HOUSE
on FRIDAY, March 14, 1919, at 5.30
P.M.



WATSON'S
E
THE PREMIER SCOTCH OF
THE FAR EAST
FOR 25 YEARS.
POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY, NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.

A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.



SPECIAL SHOW

THIS WEEK

**ELEGANT EVENING
GOWNS.**

The "China Mail" is now on sale at, and will be delivered by, Messrs. W. G. Humphreys and Co. Shameen, Canton, who have been appointed our agents.

BIRTHS.

BRUNETTA.—On February 27, at Shanghai, to Mr. and Mrs. D. C. Brunetta, a daughter, Goodwin.

JUNT.—On February 27, at Shanghai, to Carroll and Olga Lunt, a son.

DEATHS.

DUTTON.—On the 6th inst., Sydney Margaret (Peggy) Dutton, aged 18 months, beloved daughter of Margaret McGregor and S. H. Dutton.

ANDERSON.—On February 21, Arthur Anderson, late Chief Officer str. Kwangtung, buried at sea, near Colombo.

The China Mail.
TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, March 7, 1919.

THE CENSORATE.

They say it is foolish to blog a dead horse. This is a kick, not a dying one. The Censorate, which is more of an ass or a mule than a horse, is on its last legs. Good ride! Aumble in is our destination, we would rather not talk about it, because the mere thought of the outrages of which this necessary evil has been guilty fills us with a desire to utter large and explosive noises, expressive of our contempt and loathing.

Everyone (not, only in Hongkong) it was the same. Everywhere its conduct was a mixture of ignorance, crass stupidity, bumbling, red tape, and arrogance which proves our hypothesis, previously postulated, that the mentality of the Services is not suited to such positions of authority. Indeed, so well is it recognized that militarism in power over the public is a case of a "beggar on horseback," that the Constitution itself has special safeguards against it. During the panic caused

ferness of opinion; but a great deal of unnecessary monkeying would have been avoided. What happened all over the place, however, was that individual censors conceived they had the right to veto writings which did not appeal to their personal taste or suit their own private views of course. They took it upon themselves to decide what was good for the public, quite apart from all consideration of the military object of their job. They did just as they liked, and there was no appeal. If it were not fair to admit that about once in ten times they did prevent a mischievous publication, we would be inclined to prepare this epithet for them: *Gratis auditas, multa agendo nihil agens.* When the Censorate is finally and irreversibly dead, however, we shall have calmed down. We shall be content with "Good Guidance, R.I.P."

"This is the voice of the Censor— I heard him complain 'Foolish censor!' They're at it again! Here's a Latin quotation— So far as I gleam— With a marked exclamation— Now what can it mean?"

"That it means something ill Is most painfully clear— It is not well. For that's just why I'm here That's the reason I'm sitting Six hours a day Verbal hairs sweetly splitting— On excellent pay."

"There's no word that you write Which I can't read away I can spot it at sight With my bushy eye I've the keenest of sense And my mind can recall What you mean when you mount Simplicio nothing at all."

LOCAL AND GENERAL.

To-day's dollar stands where it did, at 3s. 1 1/2d on demand.

A mosquito was heard in Hongkong early this morning. What are the Police doing?

The friends of Mr. and Mrs. S. H. Dutton are condoling with them on the death of their dear little baby daughter, "Peggy."

The Empress of Japan is advertised to sail from Hongkong on the 19th inst. and is due to arrive at Vancouver on 9th April.

People on boarding-house verandas really must not throw banana skins down on the street. They may not stay, but they annoy.

The Japanese papers in Kobe report that local Germans are meeting from time to time and conferring on means to revive commercial competition after the conclusion of peace."

Shanghai is boasting about the care its police exercise in examining candidates for chauffeurs' licences. The details given indicate some thoroughness, but why not employ an "alienist" to see that they haven't homicidal mania?

Owing to repairs being made to St. Peter's Church, West Point arrangements have been made whereby the following service will be held on Sundays until further notice—Holy Communion at 8 o'clock a.m. at St. Stephen's Church and Morning Prayer and Sermon at the Diocesan Boys' School at 11 a.m.

A Chinese coolie employed at the Taikoo Docks stole several pieces of iron which he concealed underneath his trousers. On going out of the gate of the yard one of them dropped out and gave him away. One month and four hours' stocks was the sentence he received from the Magistrate this morning.

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Miss Louisa Myer, living at No. 3, Wing Hing Street, Bay View, when summoned before Mr. J. R. Wood this morning for not taking out a licence for a dog, informed his Worship that the dog, which belonged to her mother, came over from Macao. It would be taken back there when her mother returned to Macao. Having regard to her statement, Mr. Wood withdrew the summons.

In this week's Shanghai *Municipal Gazette* is published the Council's acceptance of the offer of Mr. Edward L. Ezra, chairman of the Chinese Educational Committee, to provide scholarships at the Hongkong University for two pupils from the Public School for Chinese and one from the Ellis Kadourie Public School for Chinese. Mr. Ezra has offered to pay the pupils' passage to and from Hongkong, all fees and board and lodging for a period of four years.

DESPONDENCY DUE TO CONSTIPATION.

WOMEN often become nervous and despondent when this is due to constipation. It is easily corrected by taking an occasional dose of Chamberlain's Tablets. These tablets are easy to take and pleasant in effect. For sale by all Chemists and Storeskeepers.

THE WUCHOW INCIDENT.

AN OFFICIAL REPORT.

The "China Mail" has pleasure in publishing the following report from the Consul-General at Canton—

Misleading accounts of what took place in connection with the outrages and assaults by Chinese soldiers on the Acting British Consul and the Consular Constable at Wuchow, and inaccurate statements as to the results made and the mode of settlement effected, having appeared at intervals in the foreign Press, it is considered desirable that the actual facts be placed officially on record.

Towards evening on February 20, 1919, whilst the Consular gig evades

ROYAL HONGKONG YACHT CLUB.

FOOTBALL.

The following of the series of the Club Championship events of the season were sailed off on Saturday last.

HANDICAP CLASS.

Event No. 7 Course—Mark Boat in Quarry Bay (P), Cast Rock (S), Channel Rocks (S), Lyemun Beacon (S). Distance=9 Miles.

Yacht.	Handicap on Course	Finishing Time.	Corrected Time.
Dione	2.15	4:13.32	4:15.57
Rolla	1.30	4:16.04	4:17.34
Jessica	1.30	D.N.S.	
Diana	6.45	D.N.S.	
Colleen	6.45	D.N.S.	
Dorothaea	6.00	D.N.S.	

Position Points for race to date

(1) Dione	7	43
(2) Rolla	5	
Diana	—	20
Dorothaea	—	19
Colleen	—	—

EVENT NO. 8 FOR OTHER CLASSES.

Course—Channel Rocks (P), Kowloon Rock (P), Mark Boat at Starting Line (P), Channel Rocks (P), Kowloon Rock (P). Distance=8½ Miles.

Yachts.	Handicap on Course	Finishing Time.	Corrected Time.
Ailsa	M.S.	H.M.S.	H.M.S.
Scratch	4:14.42	4:14.42	
Bonita	"	D.N.S.	
Daphne	"	Disqualified	
Halycon	"	D.N.S.	

Position Points for race to date

(1) Ailsa	5	24
(2) Daphne	—	23
Bonita	—	11
Halycon	—	11

HEYWARD-HAYS CLASS.

Course—Handicap on Course

Yacht.	Handicap on Course	Finishing Time.	Corrected Time.
Ursula	M.S.	H.M.S.	H.M.S.
Scratch	4:26.52	4:26.52	
Dawn	"	D.N.S.	
Lysbeth	"	4:24.53	4:24.53
Liza	"	D.N.S.	
Owl	"	D.N.S.	

Position Points for race to date

(1) Lysbeth	6	31
(2) Ursula	4	34
Dawn	—	13
Liza	—	11
Owl	—	4

GAEI CLASS.

Course—Handicap on Course

Yacht.	Handicap on Course	Finishing Time.	Corrected Time.
Gael	M.S.	H.M.S.	H.M.S.
Scratch	4:44.40	4:44.40	
Joan	"	4:41.00	4:41.00
Thecla	"	D.N.S.	
Asthore	25	4:55.19	4:53.54

Position Points for race to date

(1) Joan	7	35
(2) Gael	5	36
(3) Asthore	4	17
Thecla	—	3
Toinette	—	—
Dorothy	—	8

URSULA PRIZE.

The fourth and last of the series of races for the above prize was sailed off on Monday evening in a fresh E.S.E. breeze over the following course—Start from Murray Pier, Meyer's East Buoy (P), Kowloon Rock (P), Cast Rock (P). Distance=5.3 Miles.

4. The sergeant shall be executed. The remainder of the soldiers liable to the death penalty also, but at request of Mr. Wyll Smith, the punishment has been commuted to imprisonment in extreme degree. Account of this shall also be included in newspaper report.

5. In full compensation for the bodily and mental injuries suffered by Mr. Wyll Smith and Mr. Davies and their families, the sum of ten thousand dollars shall be paid.

The same night these were telegraphed to the Military Governor of the Province, General Tuan Hsiung, and his telegraphic acceptance thereof was received within 24 hours.

Article 2 was carried out at noon on March 2, when detachments from all the camps and forts round about Wuchow, over which the British flag was flown whilst the royal salute was being fired, and returned, were paraded and addressed as prescribed.

After signature of the protocol at 4 p.m., Mr. Jameson left for Canton in H.M.S. *Varanata</*

THE HOUSING QUESTION.

[CONTRIBUTED.]

The housing problem promises to become more acute in the near future. During recent months purchases of property by Japanese and Chinese have been recorded. Fortunately instances of negotiations failing through have reached us, in one case at least through the publicity given in the Press to an intended purchase.

There are at the moment further purchases in the air and as they include some places used as boarding houses, such will aggravate the existing shortage. The purchase of Beaconsfield Arcade will also throw a number of families on the house-searching market.

Candidates for the Legislative Council readily promise to give the housing problem foremost consideration. Such consideration might also be given more prominence by the existing unofficial members. In any case there seems little probability of anything tangible being effected for a couple of years if matters take the usual course. Long before that period expires the situation will be very serious.

In pre-war days the Military Authorities occupied a number of houses in Kowloon for officers' and soldiers' families. From careful enquiries made on the Peninsula, we estimate the number at 40. This is a conservative estimate. It is said to be nearer 50. With the garrison changing, the new arrivals came without families and the Military Authorities released these houses which were then snapped up by civilians.

Further there are now few officers, either Naval or Military, living in private residences. There were many before the war.

At the moment the situation in respect of the Military occupying civilian residences is exactly reversed. There are about 40 civilian families occupying military quarters!

Reuter's telegrams recently told us that arrangements were being made to send soldiers' wives to join their husbands in the Colonies. From enquiries we hear that some may be expected shortly here. When the normal state of the garrison resumes it is expected that the proportion of married soldiers will be greater than pre-war days, in that there is no restriction upon married men joining the Armies of Occupation and all war separation allowances will be continued. Improved pay also makes the Army more attractive. The state of the old country and the long separation most of the men have already endured is unlikely to induce them to leave their families at home.

Even if the same number of married soldiers come as were here before the war it will mean about 80 residences taken from civilians. To that has to be added the number of houses for Naval and Military officers which will be considerable as it is well known that many officers are married nowadays. Taking the numbers of officers we hear whispered to be in the post-war garrison, at least a similar number must be added to that just mentioned.

We think we have made it abundantly clear that there is every probability of at least 150 residences being searched for in the not distant future. It can readily be imagined what a serious matter it would be if the situation arose at the moment. Wherever could 150 families find a roof now, or next month?

Is the Government doing all it can in the matter? Is it doing anything? We hear precious little from the Unofficial Members about it.

Mr. Alves' scheme, praiseworthy as it may be, is of little practical use. The houses he offers for purchase by gradual payments are already occupied and therefore do not make additional housing accommodation.

The big land and building companies enjoy many privileges but they seem to prefer to erect tremendous edifices. If some of the land at present in possession of the Military Authorities in the vicinity of the City were handed over to them, imposing offices, etc., would be run up, and not rows and rows of European houses or flats which are more urgently needed by Europeans. There seems a conspiracy to push the people of moderate means right away from the City so that travelling expenses must be incurred, which added to rent makes it just as expensive, or more so, than living close to town.

What is wanted to relieve the situation is for the Military Authorities to build more quarters so that no houses are wanted from the civilian population for officers or the overflow of military families. The Admiralty should build quarters for all their European Dockyard employees. The local Government should make it worth somebody's while to build a number of terraces where Europeans can get somewhere to live in decent surroundings at such a rent as can be afforded by the many men receiving a salary of \$300 a month, or less. There appears to be plenty of room for such a project in the vicinity of Kennedy Road.

There is no doubt that the Government should seriously consider this question without any delay. Ample opportunity here exists for the men-

SHANGHAI CONFERENCE.

THE HITCH.

The China Mail correspondent at Shanghai wired that the Chinese Peace Conference had resumed, and spoke of better hopes of it. There had been a hitch, owing to Tang Shao-yi's refusal to discuss anything but the fighting in Shensi, which was a branch of the armistice. The fifth session was held on Feb. 20, and Tang Shao-yi blamed the Tschun Cheh for the Shensi fighting, and demanded his removal. Peking had not replied next day. The Southern party is dead against the Tschun and militarism, or principle. The China Mail considers they are in the right, and that the military party at Peking have succeeded in making the President a mere figurehead and Parliament a farce. If the following telegram quoted from "The Echo of China," February 18, is authentic, this is clear enough. The quotation is as follows: "Encouraged by Little Hsu, the Tschun of Shensi, Chen Shu-fan, has sent a telegram to the Government stating in substance my troops and those of the other generals continue their victorious advance. Soon Shensi will be com-

YANGTZE SHIPPING.

In an editorial discussing the decrease in ocean-going shipping at Yangtze ports, "Shipping and Engineering" says:

As regards the nationality of the vessels, as was to be expected, the flag of Britain has lost a little year by year while that of Japan has increased, but the change has not been of a disquieting degree that calls for alarm.

Glasgow had more at stake in the election than probably any other city or district in the country. It had been denounced as a hotbed of revolution and rampant Bolshevism, and weird stories were told in the South of the dreadful things that would happen when the Glasgow "rebels" took control of the polling booths. But Glasgow tossed the label to the four winds; Bolshevism was completely routed; even moderate Labour failed to win the seats it anticipated; and 14 Coalition seats were captured in 15 constituencies.

Mr. Birn Law's triumph in Central Glasgow was something more than one for the Government; it was personal. It fulfilled his well-known desire to represent the Division in which he spent his business career, and with which he has had close ties since the days of his boyhood.

Haudly less striking, in view of the circumstances, was the victory of Mr. Barnes in the Gorbals Division. Official Labour had disengaged him; John McLean, the Bolshevik, who was serving a term in Peterhead Convict Prison, was put in the field; yet he came in gaily at the top of the poll. Not less noteworthy in another aspect were the defeats of Mr. McKinnon Wood, Asquithian ex-Secretary for Scotland, and Mr. Pringle, the talented but querulous pacifist and obstructionist. It is remarkable that these two gentlemen are now so unpopular that they had to forfeit the £150 deposit as a punishment for unnecessary candidature.

There was never any doubt about the return of Mr. Churchill and Mr. Wilkie for Dundee. Their success is one more proof that the decisive factor in an election is the silent voter,

the man (and woman) who takes little or no part in the meetings of candidates, who does not figure in heckling bouts, but who knows the value of his vote, and does not fail to make use of it.

A great deal has been said about the surprise defeat of Mr. Asquith in East Fife. But, in paradox form, it was a surprise that was expected.

Many of Mr. Asquith's local supporters foresaw disaster, but failed to convince him of the un wisdom of concentrating his attention on distressed Liberal seats in England. While he was touring in the South, East Fife was singing with enthusiasm of his record as a War Premier. The shortage of munitions in 1915, and the suspicion that Mr. Asquith was disposed to let the Germans lightly down, made foes of many old friends, and led to many Liberal abstentions. In the final phase of the contest the soldier's vote was no doubt the factor which gave Sir Alexander Scott his victory over the ex-Premier.

THEATRE JOKES.

Even for their farewell performance last night, the "Vanity Fair" company had a very poor audience. There were two opposition shows, of course, which partly explains it; but it looks as if they had outstayed their welcome. Leslie Holmes, the comic man, was off sick. The others worked hard. Here is a sample of their humour:

George: "Which is the most popular name in the English language?"

Sydney: "Vanity Fair."

George: "That's more than a name. Try again."

Sydney: "Give up, old man."

George: "Why, Lewis."

Sydney: "How do you make that out?"

George: "Why, 'E' stands for England, 'W' for Wales, 'I' for Ireland and 'S' for Scotland."

Sydney: "That's all very well, but what about the 'ell'?"

George: "That's for the Kaiser!"

NOT PROVEN.

SEQUEL TO A STEAM CHASE.

Readers of the China Mail cannot have forgotten the vivid story printed last week, of how our Marine Police clashed the launch "Yew Fat," and found in her wake or near it a large quantity of opium floating in the sea. There were 235 lbs. of the stuff, picked up in the channel between Lantau and Pi Ting. It was in air-tight tins, cunningly buoyed and moored. Unfortunately for the smugglers, the water was only six fathoms deep there, and the moorings were long, so that the tins showed.

The Police not being able to swear that the "Yew Fat" dumped the stuff, Mr. Wood had to discharge the dozen men charged yesterday.

bers of the Legislative Council who represent the Judges of the Peace and the Chamber of Commerce, to raise a voice for the Britishers most concerned. These have no representative, no voice and no vote. They are discriminated at Home and here in this British Colony, although they pay the Imperial income tax and local taxes.

SCOTTISH LETTER.

SCOTLAND PLUMPS FOR THE COALITION.

(From Our Own Correspondent.)

EDINBURGH, Dec. 30.

Scotland stands almost solidly behind the Coalition Government, who have obtained 80 supporters; with 14 either against or undecided. This is a great turn-over from last Parliament when there were 34 Liberals, 15 Unionists, and 9 Labourites. In the new Parliament there will be 82 Coalition Unionists, 27 Coalition Liberals, one Coalition Labourite (Mr. Barnes), 7 Labourites, 6 Asquith Liberals, and one Independent. Altogether the Asquithites put 84 candidates into the Scottish field, and had only 6 successes. Labour met with an equally chilly reception, winning 7 out of the 51 seats contested by its candidates. The Independent candidates numbered 11, and had one victory, in the Western Isles.

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Haudly less striking, in view of the circumstances, was the victory of Mr. Barnes in the Gorbals Division. Official Labour had disengaged him; John McLean, the Bolshevik, who was serving a term in Peterhead Convict Prison, was put in the field; yet he came in gaily at the top of the poll. Not less noteworthy in another aspect were the defeats of Mr. McKinnon Wood, Asquithian ex-Secretary for Scotland, and Mr. Pringle, the talented but querulous pacifist and obstructionist. It is remarkable that these two gentlemen are now so unpopular that they had to forfeit the £150 deposit as a punishment for unnecessary candidature.

There was never any doubt about the return of Mr. Churchill and Mr. Wilkie for Dundee. Their success is one more proof that the decisive factor in an election is the silent voter,

the man (and woman) who takes little or no part in the meetings of candidates, who does not figure in heckling bouts, but who knows the value of his vote, and does not fail to make use of it.

A great deal has been said about the surprise defeat of Mr. Asquith in East Fife. But, in paradox form, it was a surprise that was expected.

Many of Mr. Asquith's local supporters foresaw disaster, but failed to convince him of the un wisdom of concentrating his attention on distressed Liberal seats in England. While he was touring in the South, East Fife was singing with enthusiasm of his record as a War Premier. The shortage of munitions in 1915, and the suspicion that Mr. Asquith was disposed to let the Germans lightly down, made foes of many old friends, and led to many Liberal abstentions. In the final phase of the contest the soldier's vote was no doubt the factor which gave Sir Alexander Scott his victory over the ex-Premier.

THEATRE JOKES.

Even for their farewell performance last night, the "Vanity Fair" company had a very poor audience. There were two opposition shows, of course, which partly explains it; but it looks as if they had outstayed their welcome. Leslie Holmes, the comic man, was off sick. The others worked hard. Here is a sample of their humour:

George: "Which is the most popular name in the English language?"

Sydney: "Vanity Fair."

George: "That's more than a name. Try again."

Sydney: "Give up, old man."

George: "Why, Lewis."

Sydney: "How do you make that out?"

George: "Why, 'E' stands for England, 'W' for Wales, 'I' for Ireland and 'S' for Scotland."

Sydney: "That's all very well, but what about the 'ell'?"

George: "That's for the Kaiser!"

NOT PROVEN.

SEQUEL TO A STEAM CHASE.

It is now permitted to give an account of an aeroplane tragedy which occurred on 26th September on the Tayside of Dundee, when three members of the Royal Air Force were killed and a fourth had a miraculous escape with his life. About half-past six in the evening a large seaplane, which carried a number of bombs and a machine gun, was returning to her base after conveying two troop ships on their way to the Murman Coast. A strong south-easterly wind was blowing up the Tay, and the plane was flying with the wind behind her, swooping low over the firth. When opposite the Eastern Wharf she attempted to slew round against the wind and make a bee-line for her base, but in banking she found the wind too strong, and she was driven close to the wharf, almost smashing herself against the masts of a cargo steamer. Making another effort to turn, the wind again caught her, and drove her towards the s.s. "Moora," which was lying against the wharfside. Then the crash came. The left wing of the plane smashed against the cross-tree of the "Moora's" foremast, and a loud explosion followed. Flares shot out from the petrol tank, and the plane fell on to the deck of the ship below. Some anxious minutes followed. One of the wings was entangled with the mast of the ship,

and near it hung one of the bombs

THE CHINA MAIL.

THE DUTIES OF REVENUE OFFICERS.

VOLUNTARY HELP TO SHORT-HANDED POLICE NOT WELCOME

A definition of the duties of Revenue Officers was given by Mr. J. R. Wood at the Magistracy this morning in a case in which a Chinese was charged, at the instance of a European Revenue Officer, with unlawful possession of a roll of cloth at one of the West Point wharves. His Worship said that he did not want Revenue Officers to bring in any charges except what came under their jurisdiction. To a suggestion made by Inspector Macdonald that the Revenue Officer could give his evidence as a witness in the alternative, his Worship said it could not be. He would discharge the Chinese.

BLAIRGOWRIE RECRUITER OF CHINESE.

Sgt. Lieut. Fred. B. Crockett, Chinese Labour Corps, second son of Mr. Robert Crockett, Holly Cottage, Blairgowrie, has been promoted Lieutenant. Lieut. Crockett, who is a chemist by profession, was a missionary dispenser in China when war broke out, and volunteered for active service. He was sent to France in charge of a large detachment of Chinamen for labour purposes, and a few months later was asked to return to China and recruit another large draft, which he successfully accomplished.

OLD COMRADES.

"Recepto dulce mihi furere est amicis." — Horace, II, vii.

WHAT! VARUS; HERE YOU'RE BACK!

I'M GLAD!

NA, BUT I'M FIDGIN' FAIR:

THAT TIMES THAT IN THE WAR WE HAD;

WE'LL LIVE THEM O'WRE AGAIN!

MY COMRADE IN THE FIGHT, THE NIGHT

WHEREVER BRUTUS LED!

MY MIND WHEN I AM PHILIPPI

FLUNG DOWN MY SHIELD ON' FLED?

I SAW WHEN ANTHONY'S EVIL THRUST,

AGAINST OUR FLANKS IMPELL'D,

MARBLE-NOBLE CHINS IMPRINT THE DUST,

AND FROM THE SKIRMISHHELD.

ME MERCURY TO SAFETY BROUGHT

FROM THAT DEAD BATTLE-PLAIN;

BUT YOU, THE TIDE OF BATTLE CAUGHT,

AND SWEEP'T YOU IN AGAIN!

WE MARCH'D THROUGH THRACE;

ON SYRIAN SOIL

IDLY IN CAMP WE LAY,

AND SOUGHT WITH WINE AND FLOWERS

TO BREAK THE LINGERING DAY.

AND HERE YOU ARE RETURN'D AT LAST

TO ITALY AND ROME!

MY FORTUNE ALL MY FUTURE BLAST

BUT YOU, WE'RE WELCOME HOME!

COME TO MY ARMS, COME TO MY HOUSE;

WE'LL SPEND A FESTIVE DAY

FRIDAY, MARCH 7, 1919

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA ETC.
TO
MARSEILLES & LONDON,
VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave Hong Kong about	Due Marseilles about	Due London about
"NOIRE"	14th March	20th April	2nd May
"NOVARA"	14th March	23rd April	3rd May
"NELLORI"	13th April	18th May	27th May
Will take some bottom cargo to Rotterdam.	Not available for Passengers.		

SINGAPORE AND BOMBAY.

due Bombay about

DILWARA 14th March 31st March

SHANGHAI TO SHANGHAI, MOJI, KOBE &c.

NELLORI 13th March Shanghai, Moji and Kobe.

Wireless on all steamers.
FOR PASSAGE RATES, HAND BOOKS FREIGHTS, &c. apply to—
E. V. D. PARR,
Superintendent,
P. & O. S. N. Co.'s Office.

Space and Particulars apply to DODWELL & CO., LTD., Agents

NATAL LINE OF STEAMERS.

KING LINE—Cargo on through Bills of Lading to SOUTH AFRICAN PORTS

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INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE

Sailings from Hongkong.

For Freight & further particulars apply to DODWELL & CO., LTD., Agents.

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(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,

Batavia, Samarang and Sourabaya.

For JAVA.

For JAPAN.

BORNEO MARU..... due on or about 10th Mar.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

FOR NEW YORK

THE Steamship

"BOLTON CASTLE"

will be despatched on or about the 11th March.

For space and particulars apply to—

DODWELL & CO., LTD., Agents.

O S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON "CELESTE MARU"..... Sunday, 9th March.
"ALPS MARU"..... Friday, 25th March.

GENOA & BOMEATY Monthly service sailing on through Bills of Lading with transhipment to Company's steamer.

KOTOKU MARU..... Tuesday, 11th March.

SIAM MARU..... Wednesday, 20th March.

MARSEILLE..... Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.

HIMALAYA MARU..... End of March.

BOMBAY, COLOMBO—Regular fortnightly service via Singapore.

KOFUKU MARU..... Tuesday, 11th March.

SIAM MARU..... Thursday, 13th March.

BATAVIA, SAMARANE, SOUKABAYA—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service via AUSTRALIA, N.Z. and ADELAIDE.

LUZON MARU..... Monday, 17th March.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Berth and Agent for American Trade at Intermediate ports is Japan and Mikawajima and St. Paul Railway.

MEXICO MARU..... Friday, 14th Mar., at 3 p.m.

CANADA MARU..... Monday, 17th March.

HAIPHONG—Three weeks month service.

TATTOU MARU..... Wednesday, 12th March.

JAPAN PORTS.

KEELUNG, TAKAO VIA SWATOW, AMoy.

These steamers have excellent accommodation for 1st and 2nd class Saloon Passengers and will arrive and depart from the SOON TIP WHARF, Keelung, and the Harbour Office.

For TAKAO via SWATOW and AMoy.

For KEELUNG via SWATOW and AMoy.

For sailing dates and further particulars please apply to—

K. YAMASAKI, Manager.

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Balling and Paris from the Far East to all parts of the World, will be forwarded free on application.

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All SHANGHAI, PEKING, YOKOHAMA, MANILA.

CHIE OFFICE—LUDGATE CIRCUUS, LONDON, E.C.

THE CHINA MAIL.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	TO	SALE
SHANGHAI	KWANGTZE	Mar. 8, at Noon.	
SHANGHAI	YINGCHOW	Mar. 8, at 3 p.m.	
SWATOW & BANGKOK	SHIANGKANG	Mar. 11, at 10 a.m.	
SHANGHAI	KUNICHO	Mar. 11, at Noon.	
TIENTSIN	KUNICHO	Mar. 12, at 3 p.m.	

SHANGHAI LINE—PASSENGERS, MALES and CARGO. Excellent
Saloon accommodation. Amidships; Electric Light and Saloon and
Saloon. Regular schedule service; Canton, Hongkong and Shanghai.
Carrying Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Passengers are landed in Shanghai, avoiding the inconvenience of transhipments at
Woozing.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMER	To SAM
SHANGHAI via SWATOW	TAISANG	SUNDAY, Mar. 8, Daylight.
SANDAKAN	MAUSANG	TUESDAY, Mar. 11, at Noon.
SHANGHAI via NINGPO	ESANG	FRIDAY, Mar. 14, at 3 p.m.
MANILA	YUENSANG	FRIDAY, Mar. 14, at 3 p.m.

DAICUTTA LINE—This line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang, proceeding via the Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, fitted with Electric Light and Fans and carry a duly qualified surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained from both ports via Shanghai. Through Bills of Lading are issued between Canton and Yangtze Ports.

MANILA LINE—A weekly service maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIKHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hainan, Hainanfu, and Saseki.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having good accommodation for passengers.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

Under Straits Government Passes, British, All European Passengers, leaving the Colony or Straits Settlements, are required to produce on arrival at destination passport with their Photographs and description affixed thereto.

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CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to—

DAVID SASSOON & CO., LTD., Agents.

REGULAR SAILINGS BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN
AND SEATTLE.

REGULAR SAILINGS BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN
AND SEATTLE.

FULL POWERED

M. V. LIBBY MAINE

SAILS FOR

SEATTLE—MARCH 15.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2388.

FIFTH FLOOR, HOTEL MANSIONS.

REGULAR SAILINGS BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN
AND SEATTLE.

REGULAR SAILINGS BETWEEN

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FRIDAY, MARCH 7, 1919.

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TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong about	Due MARSEILLES about	Due LONDON about
NORE	11th March	20th April	2nd May
NOVARA	14th March	23rd April	3rd May
NELLORE	12th April	18th May	27th May

Will take some bottom cargo to Rotterdam. Not available for Passengers.

TO BOMBAY via STRAITS & COLOMBO.		
S.S.	From Hongkong about	due Bombay about
DILWARA	14th March.	31st March

TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.		
S.S.	Leave Hongkong about	Shanghai, Moji and Kobe.
NELLORE	13th March	

Tickets Interchangeable with B.I.S.N. Coy. between ports, common to both Companies. P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company. Passengers may travel B.I. Company between Singapore and Calcutta or Madras in lieu of the section P. & O. Tickets Singapore to Colombo.

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All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Stunners and Sailing carts are liable to be altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Mearns Goddard and Douglas at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For further information, Please refer to Freight, Handbook, Dates of Sailings etc., apply to:

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DESTINATION STEAMER & DISPLACEMENT SAILING DATES

Shanghai, Kobe & [Shidzuka Maru, 12,500 tons	Kitano Maru, 15,980 tons
Yokohama [WED., 19th Mar. at 11 a.m.	FRI., 7th March, at Noon.
Nagasaki, Kobe & [Aki Maru, 12,300 tons	Inaba Maru, 12,600 tons
Yokohama [MON., 31st Mar. at 11 a.m.	SATURDAY, 22nd Mar., at 11 a.m.
Shanghai & Kobe [Benton Maru, 8,050 tons	Tango Maru, 13,750 tons
London or Liverpool via Singapore, Malacca, Penang, Colombo, Suez & Port Said.	FRI., 7th March, at 11 a.m.
Melbourne via Manila Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	WED., 26th March, at 11 a.m.
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal	
Bombay via Singapore, Malacca, & Colombo	Yubari Maru, 6,000 tons
Calcutta via Singapore, Penang & Rangoon	Akita Maru, 8,000 tons
Omitting Shanghai and/or Moji	WED., 12th March at 11 a.m.

HONGKONG-VICTORIA B.C.-SEATTLE
VIA
MANILA, SHANGHAI, NAGASAKI, KOBE,
YOKKAICHI, & YOKOHAMA.

Operated by the magnificent and splendidly equipped Passenger Steamer "Fushimi Maru," "Suwa Maru," "Kashima Maru" and "Katori Maru," each of over 20,000 tons displacement.

Next sailing from Hongkong:
"Fushimi Maru," SATURDAY, 22nd Mar., at 11 a.m.
"Suwa Maru," MONDAY, 4th May, at 11 a.m.
Omitting Manila Eastbound.

For further information apply to:
NIPPON YUSEN KAISHA,
S. YASUDA, Manager
Telephone 292 & 293.

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ENGINEERS AND SHIPBUILDERS. BOILER-MAKERS, BRASS AND IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years experience. We own two Slipways and can accommodate any craft up to 300 feet long.

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Town Office: 15, Connaught Road Central, Hongkong. Telephone No. 2.

Shipyard: Shum-Sui-Po, Kowloon, Hongkong. Estimated furnished on application.

Telephone: Wong Ping Wa, Manager. Hongkong, April 1, 1919.

VESSELS ADVERTISED AS LOADING

DESTINATION	VEHICLE'S NAME	FOR FREIGHT APPLIED TO	TO BE DISPATCHED
Liverpool via Spore, Pang & Cbo &c.	Kitano Maru	Nippon Yusen Kaisha	On 6th March.
San Francisco via Shanghai & Japan &c.	Perola Maru	Toyo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Yukio Maru	Toyo Kisen Kaisha	On 3rd May.
San Francisco via Shanghai, Japan &c.	Emperor Maru	Pacific Mail S.S. Co.	On 26th Mar. at Noon
San Francisco via Shanghai, Japan &c.	China Mail s.s. Co., Ltd.	China Mail s.s. Co., Ltd.	On 27th Mar. at 1 p.m.
New York	Odwall & Co. Ltd.	Odwall & Co. Ltd.	On 28th Mar. at 1 p.m.
Victoria B.C. & Seattle via Shal. &c.	Fushimi Maru	Nippon Yusen Kaisha	On 17th Mar. at 11 a.m.
Vancouver via Seattle & Tacoma.	Mexico Maru	Empress of Russia	On 18th Mar. at 11 a.m.
Vancouver via Shanghai, Japan &c.	Imperial Maru	Canadian O.S. Ltd.	On 19th Mar. at 11 a.m.
Sydney & Melbourne	Lucien Maru	Osaka Shosen Kaisha	Middle of March.
Australian Ports via Manilla	Tango Maru	Nippon Yusen Kaisha	On 28th Mar. at 11 a.m.
Australian Ports via Japan	Aryu Maru	Toyo Kisen Kaisha	On 21st March.
Japan	Seijo Maru	Toyo Kisen Kaisha	On 7th May.
Shanghai	Borneo Maru	Borneo & Co. Ltd.	On 10th March.
Shanghai	Yingchow	Butterfield & Swire	On 9th Mar. at D'light.
Shanghai Moji & Kobe	Sinkiang	Butterfield & Swire	On 11th Mar. at Noon.
Shanghai, Kobe & Yokohama	Wellington	P. & O. S. N. Co.	On 12th Mar. at 11 a.m.
Sandakan	Wusung	Jardine, Matheson & Co. Ltd.	On 13th Mar. at 11 a.m.
Tientin	Kuinchow	Butterfield & Swire	On 14th Mar. at Noon.
Kedung via Swatow and Amoy	Kujo Maru	Osaka Shosen Kaisha	On 15th Mar. at 11 a.m.
Amoy via Swatow, Amoy & Fuzhou	Shih Mu-u	Osaka Shosen Kaisha	On 16th Mar. at 11 a.m.
Manila	Haitan	Douglas Lapraik & Co.	On 17th Mar. at 11 a.m.
Singapore, Hangson & Calcutta	Yuensang	Jardine, Matheson & Co. Ltd.	On 18th Mar. at 11 a.m.
Nagasaki, Kobe & Yokohama	Atika Maru	Nippon Yusen Kaisha	On 19th Mar. at 11 a.m.
Swatow & Bangkok	Nikko Maru	Butterfield & Swire	On 20th Mar. at 10 a.m.
Singapore, Penang, Colombo & Port Said	Nellore	P. & O. S. N. Co.	On 21st Mar. at 11 a.m.
Mauritius, Delagoa Bay, Durban	Himalaya Maru	Calls. Shosen Kaisha	On 22nd Mar. at 11 a.m.
Bombay, via Singapore, Malacca & Colombo	Yuturi Maru	Nippon Yusen Kaisha	On 23rd Mar. at 11 a.m.

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PACIFIC MAIL S.S. CO.**U. S. Mail Line.**OPERATING THE NEW FIRST CLASS STEAMERS
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14,000 Tons each.HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most comfortable route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "VENEZUELA" WEDNESDAY, March 26th.

S.S. "ECUADOR" WEDNESDAY, April 2nd.

S.S. "COLOMBIA" WEDNESDAY, May 1st.

Three Steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER DECKS and large comfortable State rooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

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TELEPHONE 141.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.
Sailings - To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
Sailings - S.S. "SUI LAN" to Macao daily at 8 a.m. (Sundays 9 a.m.).
S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays 3 p.m.).
S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.).
S.S. "SUI TAI" from Macao daily at 7:30 a.m. (Sundays excepted).

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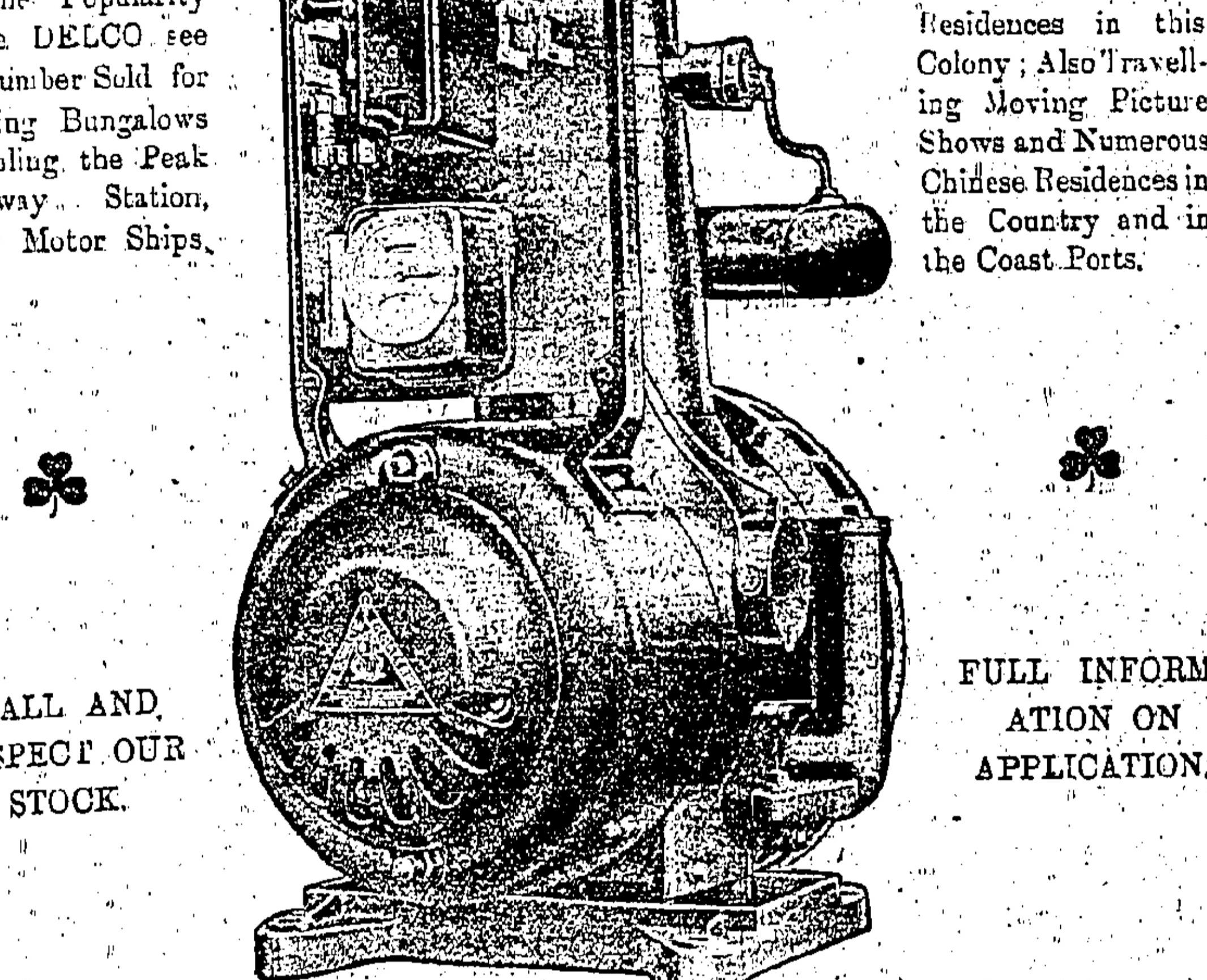
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3[K. W. MACHINE WITH AN OUTPUT OF 180-16 C.P. LAMPS,
AND WORKS ENTIRELY ON KEROSENE.CALL AND
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HONGKONG DEFENCE CORPS.

Administrative Order by Major H. A. Morgan, Administrative Commandant.

STRENGTH.

No. 106 Sergt. J. R. Kinghorn, Engineer Company, is permitted to resign, on leaving the Colony, to date from 10.3.19. No. 515 Pte. G. T. Elkins, "B" Company, is permitted to resign, on leaving the Colony, to date from 4.3.19. No. 635 Pte. H. W. Locker, "B" Coy., is permitted to resign, on leaving the Colony, to date from 27.3.19. No. 831 Spr. J. R. McClymont, Engineer Coy., is permitted to resign, on leaving the Colony, to date from 31.3.19. No. 903 Pte. S. D. Hickie, "D" Coy., is permitted to resign, from 7.3.19.

LEAVE.

Captain W. Russell is granted 10 months' leave, from 5.4.18. Lieut. C. W. Beswick is granted 12 months' leave, to date, from day of departure.

C.S.M. A. McKirdy, Arty. Coy., is granted 9 months' leave, from 1.4.19. Pte. J. Hooper, "B" Coy., (attached H.K. Police Reserve), is granted 9 months' leave, from 1.4.19.

Gr. W. J. Dexter, Arty. Coy., is granted 12 months' leave, from 27.3.19. Spr. T. C. Nixon, Eng. Coy., is granted 9 months' leave, to date from day of departure.

Spr. J. Gainsford, Eng. Coy., is granted 3 months' leave, from 20.3.19.

EXAMINATION FOR PROMOTION.

Reference Corps Order No. 5 dated 10.1.19, a lecture on Musketry will be given by the Adjutant at Headquarters on Wednesday, 12th March, at 6.00 p.m.

TRANSFERS.

The following N.C. Os. and men are transferred from the units stated, below, to the Engineer Company, dated 8th March, 1919.—

"A" COMPANY.

No. 288 L/Cpl. F. J. Murray, No. 291 L/Cpl. P. A. Cardeiro, No. 374 Pte. Carvalho, No. 402 Pte. S. Ismail, No. 404 Pte. L. Lopez, No. 339 Pte. P. T. Rosario, No. 391 Pte. F. N. Silva, No. 411 Pte. J. A. Thom, No. 442 Pte. M. H. T. Blake, No. 424 Pte. G. H. Haskett, No. 405 Pte. John Mukerjee, No. 447 Pte. T. J. Richards, No. 397 Pte. A. Abbas, No. 399 Pte. N. M. Bux, No. 378 Pte. L. Elias, No. 403 Pte. F. Laurel, No. 408 Pte. J. B. Pomeroy, No. 410 Pte. G. F. da Silva, No. 393 Pte. R. M. Silva, No. 412 Pte. J. M. Xavier, No. 448 Pte. E. M. Sleight, No. 450 Pte. G. H. Wilson, No. 406 Pte. G. A. Neves.

"A" COMPANY.

No. 512 Pte. Smith, F. H. No. 659 Pte. Scott, H. H. No. 625 Pte. Clarke, W. J.

"D" COMPANY.

No. 946 Pte. Lawson, W. G. MACHINE GUN COMPANY.

No. 730 Pte. Hind, W. B. No. 1733 Pte. Muir, D.

SIGNALLING SECTION.

No. 733 Pte. Abbas, A. A. Orders for Artillery Company by Major J. H. W. Armstrong V.D.

Sunday, March 9.—Gun Practice Parade at Belchers Battery—9 a.m. Right Half Company. 9.30 a.m. Left Half Company.

Monday, 10th March.—Gun Practice. At Patshawan, Hongkong members, parade at Blake Pier at 4.55 p.m. Quarry Bay members, parade at Quarry Bay at 5.15 p.m. under Captain W. Murray Scott.

Friday, 14th March.—T. E. T. at Headquarters. The following N.C. Os. and men of Right Half Coy. will parade with rifle, belt, sidearms and pouches at 7.30 a.m.—Sergt. Jacks, Corp. Herbst, L. Bomb. Wilnau, and Gns. Browne, Dumbarton, Edwards, Ellis, Evans, Fraser, Kennedy, Machado, Manning, Le Rome, Resker, Rocha, Scott, Spiers, Thompson and Wright. Also Sergts. Bradbury and Manuk, and Cpl. Martin and Rouse.

The following N.C.O.s and men of Left Half Coy. will parade with rifle, belt, sidearms and pouches at 5.15 p.m.—Sergt. Crawford, Corp. Gerrard, Bomb. Boulton, and Gns. Bridger, Cormack, Lee, Longfield, Martin, McCubbin, Samways, Signer, Stevenson and Whiteford. Also Sergt. Firth, Henderson and McPherson, and Cpl. Seath.

Orders for Engineer Company, by Captain W. Russell.

Lights will be run at Lyemun on the following dates—7th and 10th, March, for firing practice. N.C.O.'s and Sappers detailed by C.S.M. (other than Taikoo Residents) will parade at Blake Pier at 5.15 p.m. A launch will return to Blake Pier after the practices are completed.

Officers on duty, 7th March, Lieuts. Brown, and Marley. 10th March, Lieut. Templeton.

ANNUAL MUSKETRY COURSE.

No. 1 Section will fire its Musketry Course on Saturday, 8th March, at 2.30 p.m. at King's Park Range.

Officers on duty, Captain Kustell and 2nd Lieut. Blackburn.

No. 2 Section will fire Sunday, 9th March, at 9 a.m. at King's Park Range. Officers on duty, Lieuts. Hall and Stevenson.

COTTON AND YARN.

FUTURE OF LINERS.

TYPES AND MANAGEMENT.

Meurs. Polishwalla & Kotwall, the Cotton and Yarn Brokers, report as follows:

Since our last report on the 9th ult. a lively demand had sprung up during the greater part of the interval, resulting in the sales of large lines of 10s and 12s yarn at an increase of \$5 to 7 per bale, the peculiar feature of these transactions is the activity shown by the Chinese buyers in the making forward purchases on a large scale.

After a lapse of few months, a limited forward business has also been done in 20s. yarn of known quality at advanced rates.

During the latter part of the interval, the buyers have refrained from making further purchases owing to sudden news of a great decline in yarn in India on account of big drop in Cotton, so at the close our market has remained very quiet, and prices are easier, particularly those of 12s.

Total sales during this interval amount to 7,000 Bales.

Bargains in Chinese hands about 11,000 bales.

Arrivals.—Mail Str. *Diharu* and extra Str. *Burma Maru* have brought in 3700 bales for Hongkong and 4000 bales for Shanghai. Shipments from Hongkong to Shanghai 800 bales.

Shanghai.—During the earlier stage, market had remained very quiet, but good business is reported to have passed latterly with an increase in values of 10s. 4 to 5 per cent.

Japanese Yarn.—Since some time past the stock of this yarn has been very small and on account of keen inquiry, a good business in 3000 bales has transpired during the interval with an advance of \$10 per bale.

Quotations and sales are as follows:

500 bales Nagasaki No. 20s. @ \$270/276 500 Bales 3 Horses No. 16s. @ \$265/3 Horses No. 20s. @ \$274

3000 bales Yellow Joss No. 20s. @ \$260/273 Setsu, No. 10s. @ \$222 Setsu No. 20s. @ 282, Blue Fish No. 20s. @ \$280.

Raw Cotton.—There is no stock of

Bengal, Chinese 300 small bales have changed hands at \$57 per picul.

Quotations. Bengal @ \$50 to \$54.

Chinese @ \$53 to \$58.

The billiard match that was not played last Saturday at the Palace Hotel, Kowloon, will take place tomorrow night at half past eight. The players are Capt. E. B. Green and Mr. J. Gibson.

A few days ago a small Chinese girl, aged 8 years, was knocked down by a motor car, in Wong-nei-chong Road, and seriously injured. She was taken by the driver of the motor car to the French Hospital, where she died last night. A coroner's enquiry is pending.

No. 3 Section will fire on Saturday, 8th and Sunday, 9th March at Taikoo Rifles Range as detailed. Officers on duty. Lieuts. Temperton and Hall.

No. 4 Section will fire on Saturday, 15th March at 2.30 p.m. at King's Park. Officers on duty. Lieuts. Brown, and Marley.

Casuals will fire on Sunday, 16th March at 9 a.m. at King's Park Range. Officers on duty. Captain Russell and Lieut. Stevenson.

Orders for Infantry Battalion by Major H. A. Morgan.

ANNUAL MUSKETRY COURSE.

Monday, 10th March.—4.40 p.m.; Part 3, Practices 13, 14 and 19, at King's Park Range, for all N.C.O.s and men who have completed their T.E.T. (or are exempted from passing them) and have not fired these Practices. Dress, Drill order with pouches. Platoons etc. Commanders will see that every man who has to fire attends. Officer in Charge, Lieut. Evan-Jones. Two N.C.O.'s from No. 6 Platoon (to be detailed by Platoon Commander) will attend to assist.

Friday, 14th March.—4.30 p.m. Part 3, Practices 15 and 16, at King's Park Range, for all N.C.O.s and men as above.

Officer in Charge, Lieut. Beswick. Two N.C.O.'s from No. 5 Platoon (to be detailed by Platoon Commander) will attend to assist.

MACHINE GUN COMPANY.

Sunday, 9th March.—8 a.m. Parade at Statue Pier and proceed by launch to Kowloon City to fire Part 2, Table "C" M. Gun Course. The competitions for the Gascoigne Shield Cup will also take place. Dress, Drill order without rifles. Helmets to be worn. It is expected that the firing will be finished by midday.

MOUNTED SECTION.

Monday, 10th March.—5.15 p.m. At Jockey Club Stables. Dress Drill order.

SIGNALLING SECTION.

Tuesday, 11th March.—5.15 p.m. At Headquarters. Dress, Clean fatigues. Flags to be carried.

G. B. Stewart, Captain.

Adjutant, H.K. Defence Corps: Hongkong, March 7, 1919.

big demand for freight space and for the carriage of cargo to rebuild the waste places. The tendency in shipping should therefore be to build cheaper and slower vessels which will meet these two conditions.

GOVERNMENT REGULATIONS.

The influence of Government regulations on construction is a problem which has been agitating the best minds among naval architects for a long time. All sorts of theories, practical and impracticable, have been discussed. Without going into detail one might say that the practical outcome has been to increase the number of water-tight bulkheads put in a passenger liner, thus making the problem of building a satisfactory, economical, and well-constructed liner much more difficult of accomplishment. Unless similar proposals are adopted by international agreement by foreign countries, our steamship owners will be at a serious disadvantage in competing for the world's trade. The report of the Bulkhead Committee, if adopted in regard to home trade steamers, is, I venture to say, to make such steamers an unprofitable investment. Liberality of mind in approving well thought out designs and helpful suggestions should be the keynote of our Governmental policy.

METHODS OF PROPULSION.

In methods of propulsion constant changes are in operation. We have arrived at an era when turbine propulsion can be economically adapted to slower passenger liners and also to cargo liners. Geared turbine installations as well as electro turbine arrangements are low in practical use, while in another direction internal combustion engines running on oil fuel instead of coal is also a stage of progress, which, once the war is over, will be rapidly developed.

The war has brought home to many countries the great need that exists for remodelling and bringing their port accommodation up to date. It is at once seen that if a port is to attract and retain trade it must be prepared for the reception of large ocean-going liners. Equipment for the rapid handling of cargo must be provided; deep channels must be dug or dredged, and up-to-date wharves or locks, with railroad facilities, must be brought into the picture. A dry dock conveniently situated is also necessary. Although possibly by itself it may not pay, a dry dock is an essential at any harbour of importance.

The United Kingdom will have to face a very strong struggle to maintain its former supremacy. Neutrals have been making vast sums of money with their tonnage, and they have been piling up large reserves against a time when they will be in a position to build modern and well-equipped steamers of the liner type to compete with the British. The United States of America especially has been forced to take up the problem of shipbuilding which she has done with her customary energy and thoroughness. It is a question whether the United Kingdom is alive to the fact that the United States has now definitely taken from the United Kingdom pride of place as a shipbuilding nation. I venture to think that as a shipbuilder the United States has come to stay. That she will prove an equally energetic shipowner, both in the management of liners and of tramp tonnage, goes without saying. British lines will learn to their cost that as in the fifties, the United States is determined to secure and retain her share of the carrying trade of the world. What also will have to be faced is who is to be owner of the German liners and tramp steamers which are at present interned in North and South American ports?

THE RIVALRY OF GERMANY.

From the liner point of view Germany was, before the war, Great Britain's great rival. That she has since been busily adding to her fleet of liners has been indicated in her press on more than one occasion. It must be admitted that from the shipbuilding point of view Germany was showing great enterprise in the construction of large, fast, and luxurious liners when the war broke out. These vessels were, if anything, more sumptuously equipped and fitted with modern appliances, &c., than corresponding British liners in the same trades. Can we say that Germany will not attempt to place her merchant marine in the same position when the war is over? To a large extent this will depend upon the policy adopted by her present government, I presume, being that the latter is now very much reduced in numbers.

METHODS OF MANAGEMENT.

In conclusion I would like to emphasise two phases of this question:

[First] the advantage of the conference system, whereby stability is secured and capital can be invested in shipping with a fair feeling of security that it will get a paying return and that by this system the shipowner, and with him the investor, can feel he has a reasonable prospect of a return for his investment. It is, therefore, an encouragement to extend the British shipping enterprise.

[Second] that it is not to the public advantage, that railway companies should own steamers to the extent of preventing private enterprise, and if the railway companies own steamers they should do so under Parliamentary powers, and in their published reports show the profit and loss on their steamship owning.

I should like to add that when the terms of peace come to be arrived at it will be well worth consideration whether the shipping of Great Britain and her Allies should have the most favourable consideration as to how they are placed with regard to the use of such ports as, say, Hamburg and Trieste, also whether they should have the use of the Kiel Canal, if so desired, for commercial purposes.

With all I have stated however, one of the greatest anxieties of the future is what is to be the cost of production in this country, the cost of material, and the cost of labour.

SHALL WE FORGET?

Near the Bristol Channel is a large German prisoners-of-war camp, where Hun soldiers who were fortunate enough to be captured spend their time in doing as little work as possible on a liberal ration.

During my stay in the neighbourhood (says a "Daily Mail" writer) I had an opportunity of talking with Otto.

Otto was a burly South German, in pre-war days a commercial traveller in the south of England, representing several big firms in Westphalia.

"I suppose you are glad it's all over?" I queried.

"Yes, I am. I'll be glad to get back to business again."

"What sort of business?"

"The same. I was doing splendidly before this silly war started."

"In England?"

"Yes, London, Manchester, Birmingham, and all along the south coast."

"But you don't expect to take up that ground again?"

He opened his eyes in mild astonishment. "Of course. Why not?"

"Well, the advantage which you had in 1914 will be killed by a tariff on imported goods."

As I have indicated, what little effort has been made in the direction of rebuilding our Mercantile Marine has been largely in the shape of standardised tramps. Such vessels cannot, by any stretch of imagination, do duty for the high-class liner of pre-war day. It is a well-known fact that the fleets of several prominent lines have almost ceased to exist through the destructive efforts of the submarine. As I have indicated, what little effort has been made in the direction of rebuilding our Mercantile Marine has been largely in the shape of standardised tramps. Such vessels cannot, by any stretch of imagination, do duty for the high-class liner of pre-war day. It is a well-known fact that the fleets of several prominent lines have almost ceased to exist through the destructive efforts of the submarine.

Before the war I sold thousands of tons to Britain. I could sell them to you now at a price that would amaze you. Before the war we had a world market for certain types of goods. We shall keep that market because we have the machinery for production—and no one else has."

"You think you're going to resume business relations with England, France, and America on the old basis?"

"Why not?"

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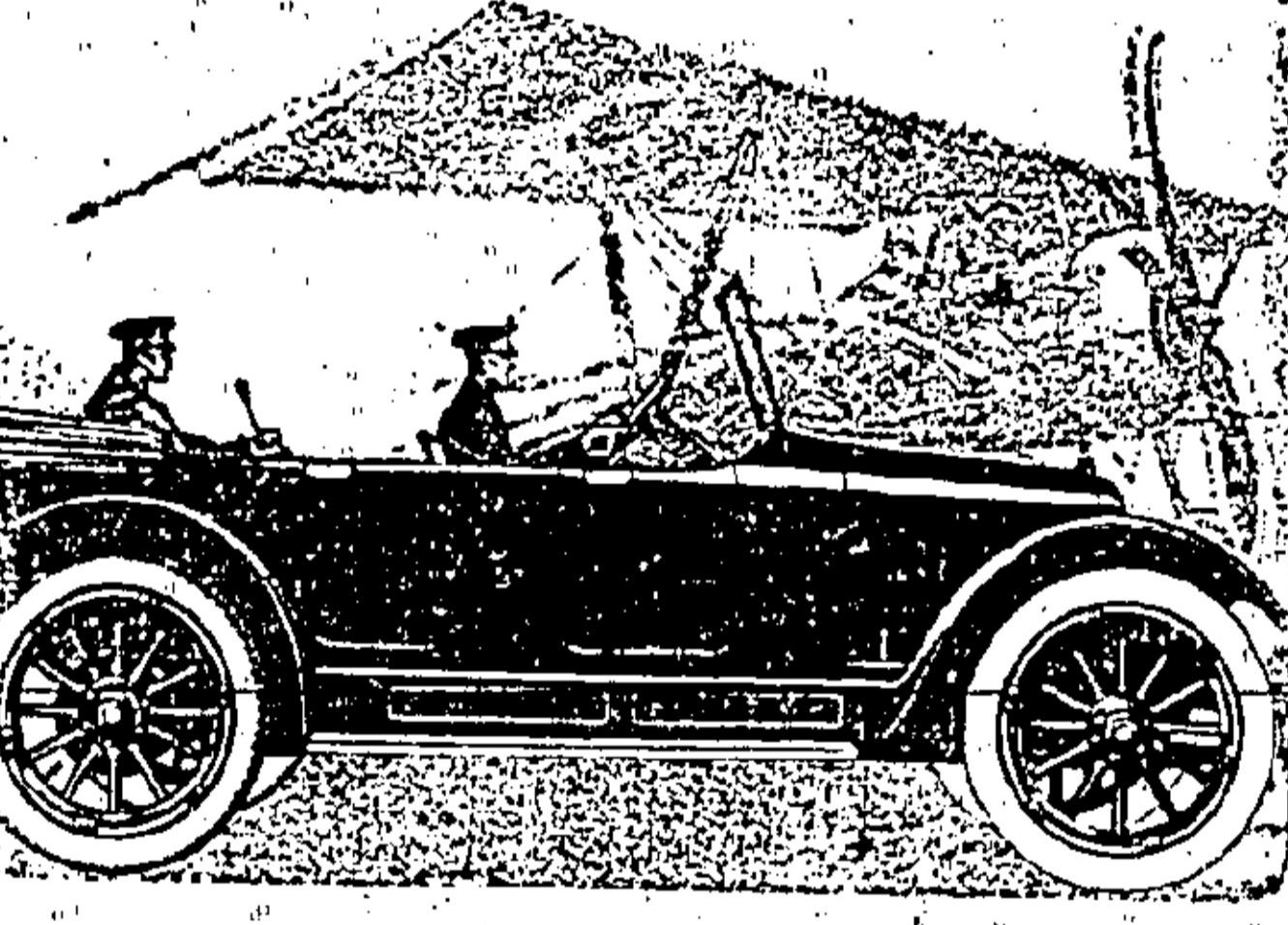
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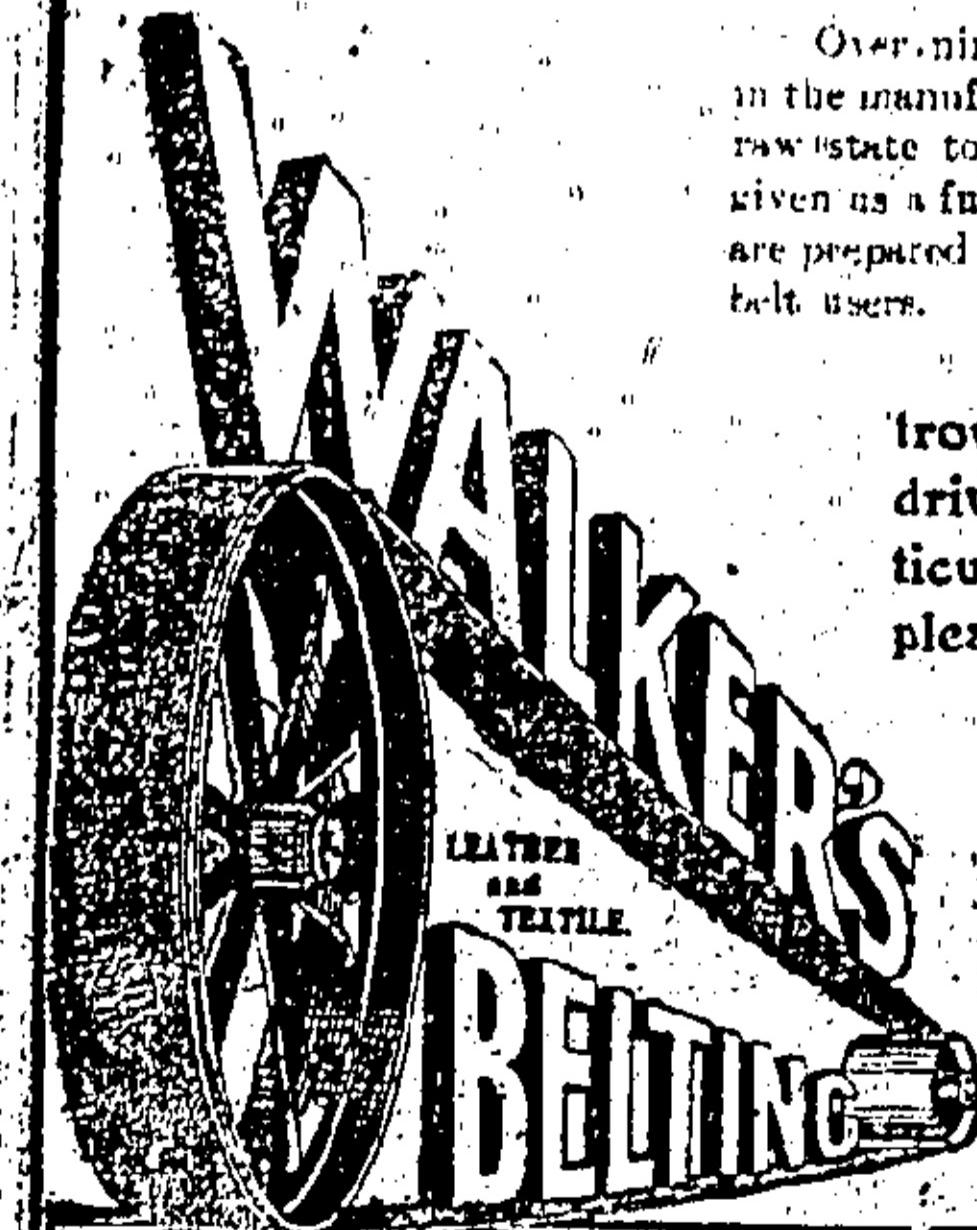
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CHINA'S MODEL ARMY.

Increasing prominence is being achieved by the Chinese National Defence Army. General Tuan Chi-jui, the late Premier of China, is given credit for being the promoter of this enterprise, but the fact that it is being promoted with Japanese money inevitably leads to the conclusion that it will be under Japanese control and direction, whatever camouflage may be used to conceal the fact. Southern politicians speak of it as a Japanese army, and it cannot be denied that Japan's efforts in the way of planting military advisers on China and getting arms contracts supply grounds for this attitude. The *Osaka Asahi*, while laying emphasis rather on other objectionable aspects of the case, regards the abolition of the Army of National Defence as a necessary preliminary to re-establishing belief in Japan's bona fides with regard to China.

We learn from a Peking dispatch to the *Mainichi* that both Britain and America are in favour of the abolition of the National Defence Army now in process of formation in China, but President Hsu is not in a hurry to fall in line with the British and American views, which coincide with those of the Southerners on the matter. The Chinese President is credited by the Peking message with the statement that he was fully cognisant of the necessity of effecting a reform of the Chinese army, but that he could not agree to the abolition of the National Defence Army. His opposition is based upon the apprehension that, bereft of this Army, the Government will be helpless to subdue any disturbances that may be created by the provincial Military Governors when the local military leaders are deprived of the administrative power hitherto possessed by them as a result of administrative reform.

In connection with this question the *Osaka Asahi* raises a strong voice in favour of the abolition of the National Army now being formed in China. In the opinion of the *Osaka* journal a sufficient display of sincerity on the part of Japan and China is the thing most required in the present circumstances, and in order to give effect to Japan's sincere feelings towards her neighbour it is important that she should make earnest efforts to bring about its abolition. The National Defence Army question, says the *Asahi*, is the cynosure of Chinese political circles. The Southern politicians and publicists, who are irrevocably opposed to the scheme, are very loud in their complaints that the Northern militarists are bent upon the formation of such an Army at the present time when the European conflict has come to an end and peace is dawning upon the world. The question is, indeed, assuming such important proportions that its abolition constitutes in the eyes of some Southern leaders, notably Dr. Tang Shao-ji, an essential preliminary to the conclusion of peace between North and South.

In explanation of the nature of the National Defence Army the *Osaka* journal says that so far as its formation goes, it is an army which is being formed under the leadership of General Tuan Chi-jui, the ex-Premier of China, with the loans raised by that country in connection with her participation in the war. Now that the European war is nearly ended it is inevitable that the continuation of this project should create suspicion in some minds that General Tuan has an eye to converting the new Army into private troops, or that he intends to make himself leader of the national troops in case the system of Provincial Military Governors (Tuchuns) is abolished. Whatever

may be the true motive of the ex-Premier for pushing on with the project in spite of the cessation of hostilities in Europe and elsewhere, the ambiguity of this object is enough to create misgivings and misunderstanding in Southern minds. This situation is taken advantage of by American newspapers in China, which are disseminating absurd canards that the formation of the National Defence Army is strongly supported by Japan, who is actuated by the motive of provoking domestic disturbances in China with it when the proposed compromise between North and South falls through; that Japan has always been averse to a unification of the republic, and that by encouraging the formation of the Army she intends finally to take over the military control of China. It is even alleged by these papers that Japan's idea is to militarise China with a view to waging a racial war against the whites.

It is no new thing, continues the *Asahi*, for Americans in China to engage in anti-Japanese propaganda of this sort and although no serious importance need be attached to the ridiculous fabrications set afoot by them in connection with the question, yet it must be admitted that Japan's participation in the organisation of the Army in question is an open secret. The advance in China of loans for the purpose was admitted by the Foreign Minister in the Diet, though it is true that it did not disclose their details on the plea of secrecy. This fact, coupled with the wild rumours started by those hostile to Japan, has had the effect of intensifying the suspicion of the *Asahi* as to the connection between Japan and the Northern militarists. In these circumstances

AEROPLANES FOR CHINA.

One of the many changes we may see in the East hereafter will undoubtedly occur when the aeroplane arrives; the carriage of mail and passengers must eventually come to be an everyday matter.

During the war the aeroplane proved its great usefulness by carrying hostilities to a most bitter extreme, one country against another. Now that Germany has received the *coup de grace*, and the war ended, the aeroplane will become a useful factor in the commercial enterprises of the future.

In Europe, the question of arranging aerial services connecting countries and continents, is under the consideration of the various governments. Experiments are taking place and a general advancement made on all subjects. Routes have been mapped out, and aerial stations are in the process of construction. Mail services in some instances are already in vogue. International passenger services we may expect to see established during the course of the next few years. This means of travel, evidently, will receive the approval of all classes. Just imagine people of Shanghai spending our week-ends in London. A few years back this would have seemed an impossibility but how!

Up to the present we have not heard of any general movement under consideration in Shanghai for the purpose of floating an Asial Business Combine though the difficulties of such an undertaking are not so vast as they at first appear to be. First-hand experience and information can easily be imported from Europe and contracts could be obtained from the Chinese Government for the carriage of mail. Passenger services would be opened up with the various important centres of China. The establishing of aerial stations would not be a difficult matter, when once we had the materials for construction.

Also it is to be expected that such a company would receive financial assistance from the Government of China.

An aerial company that is floated now must eventually become a most profitable concern. Once an agreement has been entered into with the Chinese Government concerning the question of sole rights of operation, etc., it is going to be a hard task for any kind of active opposition to set in from outside spheres. We can conclude that first in the field will eventually control all flying interests in China.

We wonder who this is going to be? shall Japan reap the benefit by first appearing, or can we expect to see a company formed by the representatives of commercial finance in China?

We would anticipate that shipping companies of the China Coast would be interested in a proposed scheme for the laying down of plans for aerial development in China. Think what a splendid proposition the Shipping Aerial Combine would be. A company operating both aerial liners and sea-going commerce could at once command a far larger field than if confined to sea interests alone. The loss of freight, passengers and mail contracts and the source of revenue to be derived from this would only be diverted back to the company from another quarter.

Despite the evil of mystery which at present surrounds the aeroplane, there can be but little doubt that within ten years' time it will be used for commercial purposes all over the American and European continents.

Eventually these conditions must arrive in China. The Aerial Combine would then begin to reap the benefit of an early far-seeing business management. G. B. Leete: in *Shipping and Engineering*.

MELBOURNE LAND TAX BRANCH.

According to a statement volunteered by Alexander Hampton, who was formerly in charge of the Central Land Tax branch of the Federal Taxation Department, a most serious condition of disorganisation and chaos exist in that department. Hampton has resigned his position because several complaints made by him regarding the position of affairs were practically disregarded by his seniors, and when he made confidential reports to his seniors regarding the work of the men under him the substance of those reports was known all through the office within a few hours. Early in December, Hampton found upon his desk a copy of a journal entitled *Aubrey*. The foreword on the third page declared: "This journal is not intended for honest criticism, but for impetuous assault on all forms of discipline, and is administered by wowers, decrepits, and imbeciles." When it became known that Hampton had a copy of this journal a considerable number of members of the staff held a stop-work meeting and declared that if any action was taken against the men whose names were mentioned in the journal, they would go on strike.

The *Asahi* suggests that the Japanese Government should suspend further advances of loans to China which may go to the formation of the scheme of organising the Army, so that China may be forced to drop the project.

BOLSHEVIK AND MENSHEVIK.

So many and frequent are the inquiries one hears on all sides as to the origin and significance of the words "Bolshevik" and "Menshevik" that it may be useful to throw some light on the subject.

There are two authoritative explanations, both of which are probably accurate, one by Dr. Hagberg Wright and the other by Mr. J. V. MacAlister.

The former recalls that in 1903, at the second conference of the Russian Social-Democratic party, when the methods to be adopted in regard to revolutionary activity were under discussion, a sharp line of cleavage made itself evident. When voting took place there was naturally a majority (Bolshevists) and a minority (Mensheviks).

Mr. MacAlister goes further and contends that the names indicate policies as well as relative numbers. The Bolsheviks were known at the 1903 Conference, he says, "by that name, because they were the whole hoggers of Socialism, the name meaning 'the biggest' for those who go in for the biggest things."

The minority were the moderates, or "thin-end-of-the-wedge" party, hence styled Mensheviks—that is, "the smaller" or "those who go in for the smaller things."

The colloquial meanings of the word "Bolshevik" are as various as those of the word "Jacobin" 120 years ago, a word which then signified anyone from a cutthroat to a Whig with timid Liberal sympathies.

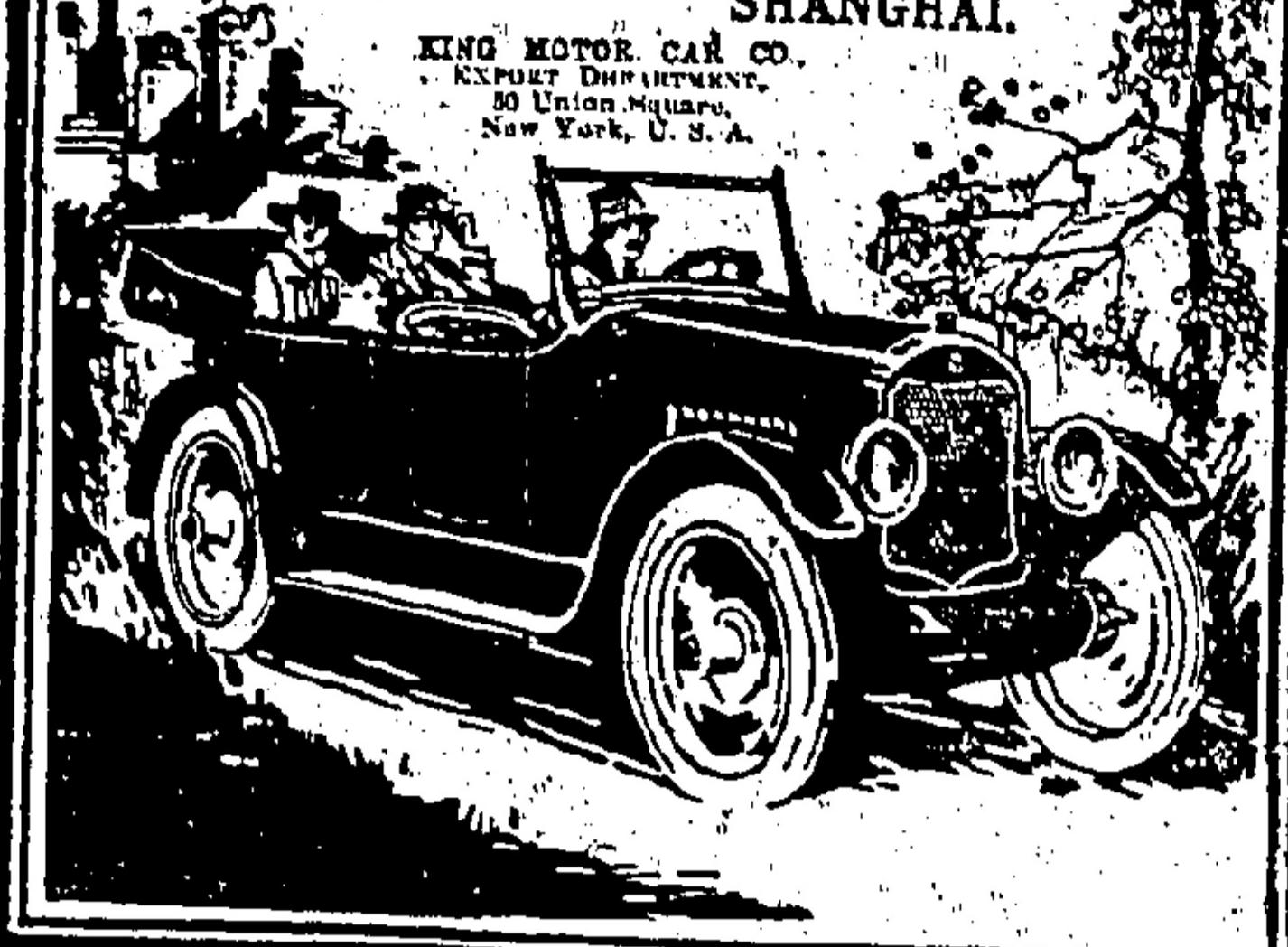
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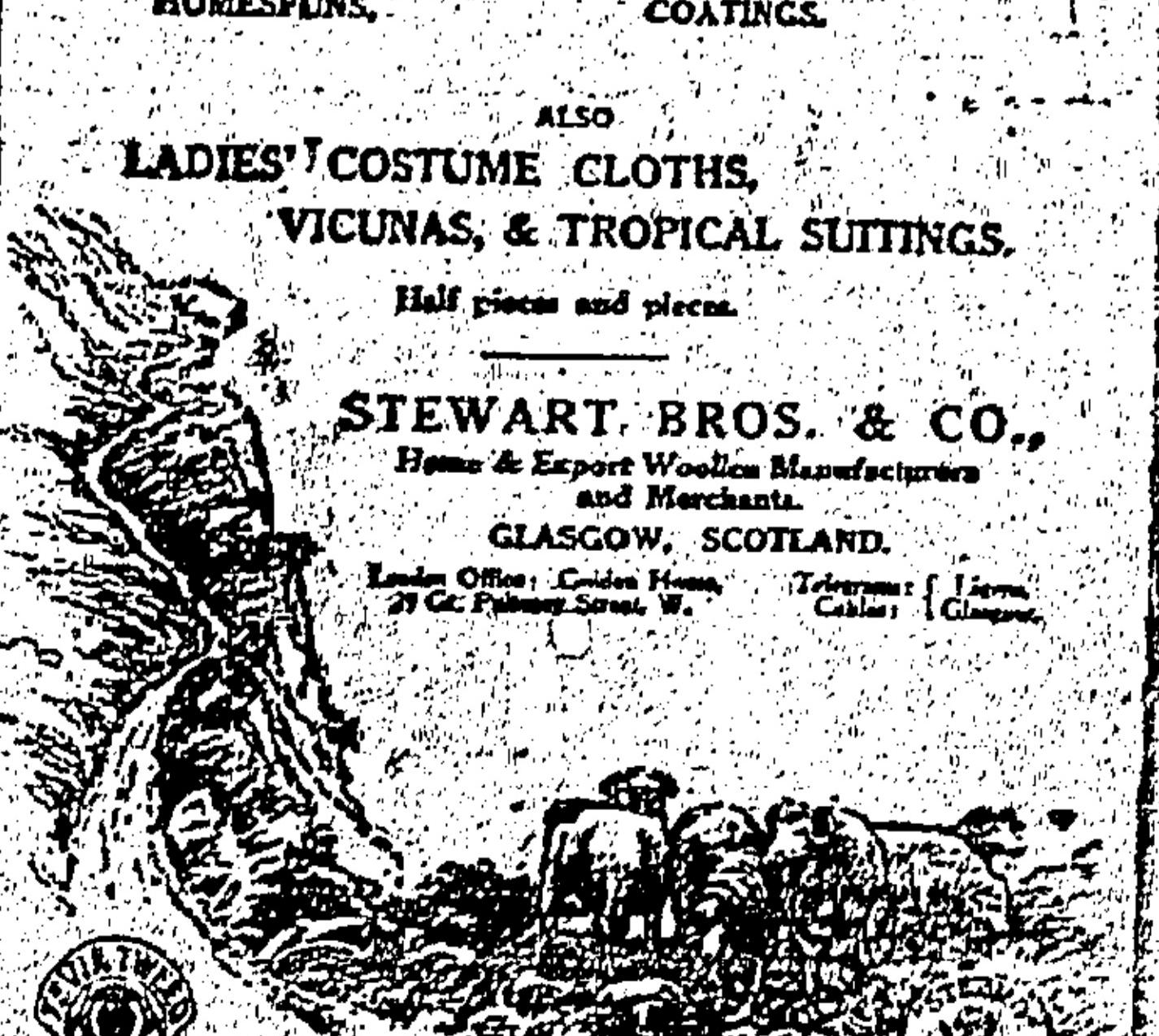
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COMMERCIAL

FINANCING TRADE.

The Report has been published of the important Committee appointed in November, 1917, and presided over by Sir R. Vissar-Smith, the chairman of Lloyd's Bank, to inquire into the provision of financial facilities for trade after the war, and how far the resources of the existing banks and financial institutions may require supplementing for this purpose. It is a document which deserves to be, and doubtless will be, studied with every attention, alike by the business world, the Government, and economists generally, although, coming out as it does at a moment when many of the conditions of the period on which we are about to enter are still so uncertain, it can do little more than point a little roughly and vaguely to the lines of policy recommended. The Report was signed off recently as November 21, so that publication has been distinctly more prompt than in the case of Lord Cunliffe's Committee on after-war problems of currency and banking, to which it forms an essential appendage. It will be noticed, however, that it agrees with Lord Cunliffe's Committee in laying stress on an early return as possible to the restoration of an effective gold standard as the only proper check on undue expansion of credit, and on the necessity of taking steps to reduce to more normal proportions the actual inflation of credit resulting from war conditions. The Report also emphasizes, as Lord Cunliffe's Committee had done, the desirability of State borrowing being stopped as soon as this can be managed, since it must compete adversely with the raising of new capital for private enterprise; but it points to the new habits of saving, especially among the small investors, that have resulted from the appeal of the State for loans during the war, as a hopeful sign for the future, when such savings should be directed to financing the increased capital requirements of trade and industry. A suggestion, moreover, is made in this Report in this connexion, which would carry a step further, in a very interesting way, the profit-sharing schemes already familiar in various businesses, by which the wage-earners have themselves as shareholders a stake in their success. This is that, since it is one of the Committee's recommendations that not only should the share capitals of the banks be increased (a thing which is already being done), but also those of the leading industrial concerns, in order that they may develop new lines of allied enterprise, it would be a good thing if, in the latter case, "a portion of any such new issue of shares is of a preferential character and giving a good return in dividends were reserved for their workers." This is only one of various subsidiary suggestions made in the Report for securing greater financial security for small British industries, and we are glad to see that the Committee include among their recommendations one for strengthening the provisions of the Companies Act so as to make more difficult than at present the promotion of ungrounded or unduly speculative enterprises, in which investors too often lose their savings. Partly in order to guard against the diversion of much-needed capital now into wrong channels of that sort, they recognize that, even while they are in favour of an early removal of all measures of State control alike in finance and in industry, some form of State control over new issues ought still to be maintained, at any rate till borrowing by the State itself for public expenditure is brought to an end.

INTERNATIONALIZATION OF CHINESE RAILROADS.

According to Chinese reports, the members of the newly-formed Diplomatic Council under the presidency of Mr. Wang Ta-sieh, former Foreign Minister, have drawn up a program for the internationalization of Chinese railways and the following are reported to be the important points of the scheme:

- For the internationalization of Chinese railways, the Chinese government will issue a kind of bonds which will be used for the redemption of all former railway loans from foreign hands.

On the broad lines of the question referred to them the Committee have come to the conclusion that the existing institutions, with such extensions as are already in process of accomplishment or in contemplation, ought to be able to provide sufficient financial facilities without any regular supplementing either by State guarantee or by direct State intervention. They express the decided opinion that any fear of a general shortage of money and credit for financing post-war trade and industry are exaggerated. In the reversion of work from the services of foreigners can be dispensed with by this country in the same way as Japan had done previously in its modern reforms.

According to our informant the above points were actually laid before the Cabinet meeting for discussion and that but for the opposition of the Ministry of Communications the Chinese delegation in Paris would have been instructed to lay the scheme before the International Peace Conference for consideration.

In connection with this report, the Japanese News Agency has circulated the report that as the matter concerns the future destiny and welfare of the Chinese Republic, the Cabinet has wired to Paris instructing Mr. Lo Tseng-hsiang not to present the case before the Powers and that the scheme has been rejected by the Chinese Government. As Japan opposes the scheme which they say has been originated from the American side and from Japanese sources has some importance. If the scheme be put into force, it will break through the "special position of Japan" in China, and that, as far as the Committee suggests, will not be prepared to remain longer.

Starting gradually from the west, the Committee suggest that, in order to prevent the banks

HONGKONG STOCK EXCHANGE.

HONGKONG, 7th MARCH, 1919.

OFFICIAL QUOTATIONS.

	11 A.M.	TIME TABLE
HONGKONG BANKS	... \$772 b.	WEEK DAYS.
MARINE INSURANCES	... \$410 b.	7.00 a.m. to 8.00 a.m. Every 15 minutes.
CANTON INC.	... T. 124 b.	8.00 a.m. to 9.30 a.m. Every 10 minutes.
NORTH CHINA INC.	... T. 1030 b.	9.30 a.m. to 10.00 a.m. Every 15 minutes.
UNION INC.	... T. 1030 b.	10.30 a.m. to 11.00 a.m. Every 15 minutes.
YANGTZE INC.	... T. 120 b.	11.30 a.m. to 12.30 p.m. Every 30 minutes.
PAR CARTERS	... T. 23 b.	12.45 p.m. to 1.15 p.m. Every 10 minutes.
FIRE INSURANCES	... T. 23 b.	1.45 p.m. to 2.15 p.m. Every 10 minutes.
CHINA FIRE INC.	... T. 164 b.	2.15 p.m. to 2.30 p.m. Every 15 minutes.
HONGKONG FIRE INC.	... T. 355 b.	2.30 p.m. to 3.00 p.m. Every 15 minutes.
SILVER	... T. 355 b.	Saturdays only. Every 15 minutes.
DODGE	... T. 400 b.	3.30 p.m. to 4.00 p.m. Every 30 minutes.
H.K. SHIPS	... T. 200 b.	4.30 p.m. to 5.00 p.m. Every 10 minutes.
LAND CHINE (PROD.)	... T. 201 b.	5.30 p.m. to 6.00 p.m. Every 15 minutes.
DO. (DOL)	... T. 164 b.	6.00 p.m. to 8.00 p.m. Every 10 minutes.
SHAL TRANS	... T. 160 b.	8.30 p.m. to 9.30 p.m. Every 15 minutes.
STAR FEES	... T. 355 b.	9.30 p.m. to 10.30 p.m. Every 15 minutes.
REVENUE	... T. 164 b.	10.30 p.m. to 11.00 a.m. Every 10 minutes.
CHINA SUGARS	... T. 117 b.	11.30 a.m. to 12.30 p.m. Every 10 minutes.
MALABON SUGARS	... T. 30 b.	12.45 p.m. to 1.15 p.m. Every 10 minutes.
MURKIN	... T. 47 b.	1.45 p.m. to 2.15 p.m. Every 10 minutes.
KALAN MINING ADM.	... T. 23 b.	2.15 p.m. to 3.00 p.m. Every 10 minutes.
LAMPS	... T. 23 b.	3.30 p.m. to 4.00 p.m. Every 10 minutes.
BARTON	... T. 85 b.	4.30 p.m. to 5.00 p.m. Every 10 minutes.
TRINITY MINES	... T. 40 b.	5.30 p.m. to 6.00 p.m. Every 10 minutes.
URIA COALPLANT	... T. 40 b.	6.00 p.m. to 7.00 p.m. Every 10 minutes.
DOCKS & WHARFS	... Gopoway, etc.	7.30 a.m. to 8.00 a.m. Every 15 minutes.
H. & J. CHARTERS	... T. 164 b.	8.00 a.m. to 9.30 a.m. Every 10 minutes.
W. & W. DOCKS	... T. 164 b.	9.30 a.m. to 10.30 p.m. Every 10 minutes.
SH. DOCKS	... T. 150 b.	11.45 p.m. to 12.45 p.m. Every 10 minutes.
NEW ENGINEERING	... T. 23 b.	1.15 p.m. to 2.15 p.m. Every 10 minutes.
LAWES HORSES & BURRINGS	... T. 164 b.	2.15 p.m. to 3.00 p.m. Every 10 minutes.
CENTRAL ESTATES	... T. 201 b.	3.30 p.m. to 4.00 p.m. Every 10 minutes.
HONGKONG HOTELS	... T. 164 b.	4.30 p.m. to 5.00 p.m. Every 10 minutes.
HONGKONG LANDS	... T. 104 b.	5.30 p.m. to 6.00 p.m. Every 10 minutes.
HUMPHREYS	... T. 164 b.	6.00 p.m. to 7.00 p.m. Every 10 minutes.
KOWLOON LANDS	... T. 164 b.	7.00 p.m. to 8.00 p.m. Every 10 minutes.
LAND RECLAMATIONS	... T. 173 b.	8.00 p.m. to 9.00 p.m. Every 10 minutes.
WEST POINTS	... T. 164 b.	9.00 p.m. to 10.00 p.m. Every 10 minutes.
COTTON MILLS	... T. 200 b.	10.00 p.m. to 11.00 a.m. Every 15 minutes.
WO. COTTONS	... T. 200 b.	11.00 a.m. to 12.00 p.m. Every 15 minutes.
KUNG YIK	... T. 200 b.	12.00 p.m. to 1.00 p.m. Every 15 minutes.
LAU KUNG MOWS	... T. 145 b.	1.00 p.m. to 2.00 p.m. Every 15 minutes.
ORIENTALS	... T. 164 b.	2.00 p.m. to 3.00 p.m. Every 15 minutes.
SHANGHAI COTTONS	T. 165 b.	3.00 p.m. to 4.00 p.m. Every 15 minutes.
YANGTZEPOO	... T. 9 b.	4.00 p.m. to 5.00 p.m. Every 15 minutes.
MICELLANEOUS	... T. 164 b.	5.00 p.m. to 6.00 p.m. Every 15 minutes.
CEMENTS	... T. 164 b.	6.00 p.m. to 7.00 p.m. Every 15 minutes.
CHINA BOOMS	... T. 164 b.	7.00 p.m. to 8.00 p.m. Every 15 minutes.
CHINA LIGHTS	... T. 164 b.	8.00 p.m. to 9.00 p.m. Every 15 minutes.
CHINA PROVIDENTS	... T. 164 b.	9.00 p.m. to 10.00 p.m. Every 15 minutes.
DAIRY FARMS	... T. 164 b.	10.00 p.m. to 11.00 a.m. Every 15 minutes.
R.R. ELECTRIC	... T. 164 b.	11.00 a.m. to 12.00 p.m. Every 15 minutes.
HONGKONG ROPES	... T. 164 b.	12.00 p.m. to 1.00 p.m. Every 15 minutes.
H.K. TRAMWAYS (OLD)	... T. 164 b.	1.00 p.m. to 2.00 p.m. Every 15 minutes.
PEAK TRAMWAYS (NEW)	... T. 164 b.	2.00 p.m. to 3.00 p.m. Every 15 minutes.
STEAM LAUNDRIES	... T. 164 b.	3.00 p.m. to 4.00 p.m. Every 15 minutes.
H.K. STEEL FOUNDRIES	... T. 164 b.	4.00 p.m. to 5.00 p.m. Every 15 minutes.
WATER-BOATS	... T. 164 b.	5.00 p.m. to 6.00 p.m. Every 15 minutes.
WATSONS	... T. 164 b.	6.00 p.m. to 7.00 p.m. Every 15 minutes.
POWELLS	... T. 164 b.	7.00 p.m. to 8.00 p.m. Every 15 minutes.
WISEMANS	... T. 164 b.	8.00 p.m. to 9.00 p.m. Every 15 minutes.

SINGAPORE RUBBER SHARE MARKET.

MESSRS. FRASER AND CO.'S QUOTATIONS.

	SINGAPORE, Feb. 8.
Akor Gajah (31)	3.50 3.65
Anal. Malay (p.d.)	2.25 2.40
Ayer Hitam (35)	13.00 14.00
Ayer Kunming (31)	1.25 1.40
Ayer Molok (31)	2.50 2.80
Ayer Parans (55)	10.00 10.75
Balgowrie (81)	6.00 5.25
Bassett (31)	.90 1.05
Batang Beras (310)	14.00 15.00
Batu Lintang (310)	1.10 1.25pm
Bikit Jetelang (41)	0.65 0.75
Bikit Katil (31)	1.00 1.10
Bikit Kepoek (32)	2.55 2.75
Bikit K. S. (31)	0.65 0.75
Bikit Timah (310)	11.00
Changi S'hang (35)	7.50 8.00
Glencairn Pines (31)	1.90 2.10
Hastor (35)	7.00 8.00
Indragiri (35)	7.00 7.30
Jeram (31)	1.35 1.45
Jumah (31)	1.70 1.85
Kamasan (62)	4.25 4.50
Kedah (31)	3.40 3.60
Kelekam R. (35)	6.50 7.00
Kempas (34)	7.75 8.15
Kluang (35)	6.50 6.60
Luas (36)	8.00 8.50
Makai Puds	2.65 2.65
Malakoff (33)	4.40 4.80
Manda-Tehung (61)	0.70 0.80
Mergui (35)	5.50 6.20
New Sorendah (32)	4.00 4.25
Nyale (33)	7.70 8.00
Pajam (31)	11.00 12.00
Pantai (31)	1.60 1.60
Parit Peral (31)	2.60 2.75
Perik River (31)	2.00 2.75
Pelau Bulang (310)	2.75 4.10
Penger (31)	0.70 0.80
Radella (35)	10.00 10.75
Sandycroft (32)	3.85 4.10
Sentul (33)	7.50 8.00
Sembong (31)	0.25 0.25
Sungai Bagan (31)	3.60 3.85
Sungai Patani (31)	0.40 0.55pm
Tambak (31)	1.00 1.10
Tarap (310)	17.00 18.00
Teluk Anson (35)	11.25 12.00
Temerdah (31)	1.10 1.20
Trataigar (31)	1.10 1.20
Ulu Pandan (31)	0.80 0.90
Upali Malacca (31)	1.25 1.35
Utan Simpan (31)	2.05 2.30
WING RICH	10.00 11.00

EXCHANGE.

Hongkong, March 7, 1919.

	On London—
Bank Wirs	—
On demand	—
30 days' sight	—
4 months' sight	—
Credit 4 months' sight	—
Documentary, 4 months' sight	—
On Paris—	—
On demand	—
Credit 4 months' sight	—
On New York—	—
On demand	—
Credit 60 days' sight	—
Wire	—
On demand	—
Or Calcutta	—
Wire	—
On demand	—
On Singapore—	

